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THE

NAVAL CHRONOLOGY

OF

Great Britain;

OR,

AN HISTORICAL ACCOUNT

OF

NAVAL AND MARITIME EVENTS,

FROM THE

Commencement of the War in 1803, *to the End of the Year* 1816:

ALSO,

PARTICULARS OF THE MOST IMPORTANT COURTS-MARTIAL,

VOTES OF PARLIAMENT, LISTS OF FLAG-OFFICERS IN COMMISSION,

AND OF PROMOTIONS FOR EACH YEAR:

The Whole forming a complete Naval History of the above Period.

ILLUSTRATED WITH NUMEROUS ENGRAVINGS.

By Mr. J. RALFE.

IN THREE VOLUMES.
VOL. III.

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THE

NAVAL CHRONOLOGY

OF

GREAT BRITAIN.

1810.

OCCURRENCES AT AND NEAR HOME.

THE Parliament of the united kingdom was opened on the 23d January by commission, when the Lord Chancellor read his Majesty's speech, of which the following are extracts:

"His Majesty commands us to express to you, his deep regret that the exertions of the Emperor of Austria against the ambition and violence of France have proved unavailing, and that his Imperial Majesty has been compelled to abandon the contest, and to conclude a disadvantageous peace. Although that war was undertaken by that monarch without encouragement on the part of his Majesty, every effort was made for the assistance of Austria which his Majesty deemed consistent with the due support of his allies, and with the welfare and interest of his own dominions. An attack upon the naval armaments and establishments in the Scheldt afforded at once the prospect of destroying a growing force, which was daily becoming more formidable to the security of this country, and of diverting the exertions of France from the important objects of reinforcing her armies on the Danube, and of controuling the spirit of resistance in the north of Germany. These considerations determined his Majesty to employ his forces in an expedition to the Scheldt. Although the principal ends of this expedition have not been obtained, his Majesty confidently hopes, that advantages, materially affecting the security of his Majesty's dominions in the further prosecution of the war, will be found to result from the demolition of the docks and arsenals of Flushing. This important object his Majesty was enabled to accomplish, in consequence of the reduction of the Island of Walcheren by the valour of his fleets and armies.

"The expulsion of the French from Portugal by his Majesty's forces under Lieutenant-General Lord Wellington, and the glorious victory obtained by him at Talavera, contributed to check the progress of the French arms in the Peninsula during the late campaign."—"The most important considerations of policy and

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of good faith require, that as long as this great cause can be maintained with a prospect of success, it should be supported, according to the nature and circumstances of the contest, by the strenuous and continued assistance of the power and resources of his Majesty's dominions; and his Majesty relies on the aid of his parliament, in his anxious endeavours to frustrate the attempts of France against the independence of Spain and Portugal, and against the happiness and freedom of these loyal and resolute nations.

"The inveterate hostility of our enemy continues to be directed against this country with unabated animosity and violence. To guard the security of his Majesty's dominions, and to defeat the designs which are meditated against us and our allies, will require the utmost efforts of vigilance, fortitude, and perseverance. In every difficulty and danger, his Majesty confidently trusts, that he shall derive the most effectual support, under the continued blessing of Divine Providence, from the wisdom of his parliament, the valour of his forces, and the spirit and determination of his people."

On the 26th January, Lord Porchester, in the House of Commons, moved for a committee "to inquire into the policy and conduct of the late expedition to the Scheldt."

In the course of a long and animated speech, his lordship declared, that the object of the motion was, to give an assurance to the public, that the causes of the disaster and disgrace which had lately befallen the country should be fully inquired into; that a transaction which had entailed such misfortunes upon England, while it had entirely closed the prospect of benefiting the Continent, should not pass without due investigation; that it should be traced to its source; that it should be followed throughout its progress, that we might endeavour to derive from that review all the means of instruction which experience could furnish, to assist in extricating the nation from its difficulties. In strong and pointed language, he attributed the failure and disgrace resulting from this expedition to the ministers and their agents; to that tardiness of preparation, ignorance of conduct, and imbecility of combination, which marked the whole of their administration. "The whole of their policy and proceedings," said his lordship, "served only to waste our strength, to exhaust our resources, and to expose our national character." He complained of the delay which had taken place in the sailing of the expedition, of their destination, and of the time which elapsed before the evacuation of Walcheren took place.

The motion having been seconded by Mr. Windham Quin, Mr. Croker rose, and said, "The noble lord has asked, why was not the late expedition sent to the north of Germany instead of Walcheren? To this he would reply, that there was a great difference between sending an expedition to a place not more than twenty-four hours' sail from our coast, and despatching one by a circuitous way to the north of Germany, a distance of many hundred miles. The noble lord has spoken

of the circumstances under which the expedition sailed from this country, uncandidly stating the dates of the battles in Germany, without at the same time ingenuously stating to the House the periods at which those events became known in England. The noble lord has taken the same unfair advantage of the unfavourable state of the weather; and while he spoke of the battles of Aspern and Wagram in Germany as having been known earlier than it was possible for the information to reach this country, he has spoken of the expedition as having been delayed, by a want of promptitude on the part of government, a fortnight after it was ready to sail." He asserted, "that nothing had been done by this country to incite Austria to hostilities, till she had declared war against France, and committed herself; till the war was actually begun; till the die was cast, and the fate of Austria was in her own hands: that done, then, and not till then, England made common cause with her, and gave her all the aid she could afford." He opposed the motion, not because inquiry was unnecessary, but because the papers promised in his Majesty's speech had not yet been laid before the House.

On a division, there appeared for the motion, 195; against it, 186.

On the 29th January, Lord Cochrane moved, "That there be laid before the House a copy of the minutes of the trial of Admiral Lord Gambier, held on board his Majesty's ship the Gladiator, in Portsmouth harbour, on the 23d of July, 1809; also the original minutes taken day by day by the deputy judge advocate." In moving for this document, his lordship stated, "that its production was absolutely necessary to enable every member fully and impartially to decide, whether the thanks, then in contemplation, were due to Lord Gambier for the part he took in the victory obtained over the enemy in Basque roads. But, as if it were unnecessary that we should judge for ourselves, it has been asserted by the Chancellor of the Exchequer, that the merits of this case have been already decided upon; that the court-martial held on the noble lord has already proclaimed his honourable acquittal, and displayed the zeal, ability, and anxiety he manifested for the welfare of his Majesty's service. But even were all this true, and were it possible that all those facts could be ascertained by the mere inspection of the copy of the sentence, still I contend, that the combination would not entitle the officer to the thanks of parliament. We have a right, and ought, to judge for ourselves; and this we can only do by carefully examining the minutes of the court-martial before which the noble lord was tried on a very serious charge—a charge not brought against him by an individual, but by the Lords Commissioners of the Admiralty, and grounded on official documents. Upon such documents their lordships founded the charge 'of neglect, or delay, in taking effectual means to destroy the enemy;' and we cannot suppose that their lordships brought it without due investigation. However this may be, I submit, that zeal, ability, and anxiety for the welfare of his Majesty's service, and having done nothing wrong, do not entitle any officer to the thanks of parliament; which, if bestowed on trifling, or on any occasion

except when marked by brilliant achievement, will dwindle into utter contempt, even with those on whom they should be conferred. The House should always be on their guard against giving way to motions that have such objects; as by these means ministers might screen themselves from reprobation, and gain for a man, whose parliamentary influence they required, the highest honours they could render, however unworthy the object. I contend, that to give thanks to an officer who has been tried on heavy charges, who, instead of going into action, continued at a distance of not less than seven miles during the whole time, would be doing that for which no precedent could be found. I am clearly of opinion, that the minutes of the court-martial are indispensably requisite, not only with a view to reconsider the decision of the court, but to give foundation to our opinion respecting a matter on which we are not only entitled, but bound, to decide justly, and on which the court-martial could not decide for us. Indeed, even in Lord Gambier's written defence we might find his lordship's pretensions to a vote of thanks, which would be some satisfaction; but in the sentence pronounced by the court, and offered as a ground on which to rest our judgment, I protest I can find no claim. I shall go further; and though it is not the object to criminate by the production of the minutes, yet I boldly assert, that the charge of delay will be found not only to have been proved by the witnesses produced, but admitted also by his lordship's written defence. A delay of four hours elapsed by the noble lord's own account, even before he took up the position which he has stated to be the best for observing the motions of the enemy, and for sending ships to the attack; and five hours afterwards elapsed before any attack was made, which is in direct opposition to the sentence delivered by the court. Not only do I assert, that the charge has been admitted by his lordship, and proved by witnesses, but that his lordship's written defence will be found to contradict itself in points on which the charge hinged, and in others of material import; that his lordship's official letters contradict that defence, and each other; and that many of the witnesses falsify their own evidence in substantive facts, and contradict themselves when deposing only to the best of their knowledge. In other instances, they swear positively to things, of the truth of which they had no knowledge. The fabricated chart will then also come under review; that chart produced by the master of the Caledonia to the court, in order to explain the various positions of the British and French fleets 'on and previous to the 12th of April,' for the purpose of inducing the members, on what may be called 'the trial of Lord Gambier,' to believe, that no more of the French ships could have been destroyed than were destroyed, had the British force been sent in at an earlier period: although the fabricator of that chart, after having, on his first examination, sworn that it was a chart of the 12th, swears afterwards that it was meant for the 13th, inasmuch as that 'the only vessels marked on the chart for the 12th were those that had been destroyed,' those that did not exist! I have one word more to say respecting the falsity of this vile fa-

brication, which the master of the Caledonia professes to have copied from the *Neptune François*. The distance between the shoals is contracted to little more than one third of the size of the *Neptune*, from which it is declared to have been taken, in order to shew that the space for anchorage, as deposed by the masters, without knowledge of the fact, was confined, the water round it shoal, and the passage narrow; and that the British ships must have been within point-blank range 'not only of the destructive broadsides of the two ships afloat, but of the upright ones on shore, and of the tremendous batteries of Aix, which, separately or united,' according to the testimony given in support of the assertions of Lord Gambier, must have demolished every vessel 'locked up in so confined an anchorage:' though at the same time, and for the safety I suppose of his Majesty's ships that might have been sent in in defiance of 'such unwarrantable peril,' the vessels aground are removed, by the contriver of the chart, from 'the N.W. part of the Palais shoal, the part nearest the deep water flanking the passage,' where he had sworn they were situated, and which was the fact, to the S. E. side of the shoal, furthest from the deep water, and beyond the Tonnere, which was not within range, and 'where they never could have been approached by our ships for the shot to reach them.' This is not all: by Stokes's deposition, the Cassard, one of the ships which would have raked us with such terrible effect, is stated, and in truth it was so, to have been about one third of a mile from Aix, and the Foudroyant, another of them, about three cables' length from her; but Mr. Stokes, in his chart, has cunningly put them in a corner between two shoals, and close to both, where he has sworn they could not be got at; though he had positively sworn, first, that they could have annoyed us, and next, that he did not know the distance between the shoals. I have already asserted, that contradictions of facts on which the charge was founded are frequent in the defence of Lord Gambier; but I have yet to say, that these contradictions of substantive facts are in several, nay many instances, confirmed sometimes one way, and sometimes in another, by the same individual witnesses examined in behalf of the defence. For instance, by some of these witnesses it is said, that the Cassard, Foudroyant, and some of the grounded ships, would have fired with complete effect on the British ships, had they been sent earlier to attack them; and again, that we never could have got near them for the shot to reach: assertions that are, in the nature of things, incompatible, as in positive contradiction to each other, and given in support of Lord Gambier's statement, that three out of the seven ships aground on the Palais were never within reach of any of the fleet that might have been sent in to attack them, and that the other four of the eleven were never in a situation to be assailed after the fire-ships failed in their main object; although, at another time, the noble lord declared, that some of those very ships would have raked ours had they been sent in earlier than they were. I will also prove partiality on the part of the court, and illegal and unjust conduct on the part of the judge advocate, who ad-

mitted, and even courted, evidence on one side which he rejected on the other; and urged inquiry into the conduct of officers whose conduct the court were not empowered to investigate, in order that he might, by insinuations (for there could be no other motive), create an unmerited prejudice against me, and so induce them to unite against me, and make common cause with the commander in chief, who had stepped forward, as he insinuated, to vindicate their injured characters; and examined his secretary on the subject. One instance may, of the many I could adduce, well suffice in relation to the conduct of the judge advocate: Asked, on a certain occasion, by the president, 'Is that evidence?' he answered, 'I should think it is.'—'And why did he think so?'—'Because it was to affect the evidence of Lord Cochrane,' although I had not touched on the subject then under consideration. As to the court, their conduct is too glaring to admit of a doubt as to the motives by which they were actuated. Conversations between officers, and questions framed upon matter arising out of them, were admitted, notwithstanding my testimony had been refused in an instance wherein I had merely stated, that the opinion I had at the moment delivered to the court, had formerly been given in the presence of certain officers. The judge advocate pursued the same course. He received documents as evidence which could not be authenticated; and, on the other side, he rejected that which could. Amongst the latter, was Captain Wolfe's order to supersede me in the inner anchorage, though the secretary who wrote it, and Captain Wolfe who received it, were witnesses before the court; but had that paper been produced, it would have proved that it was written, together with Lord Gambier's two letters of recall, on the 13th, although the signal to the same effect had been attempted to be denied, and witnesses examined to support assertions against his acts. This, and all that I have said, I pledge myself to prove to the conviction of the world, if the minutes of the court are laid before the House; or if I fail, then let contempt and merited infamy follow me; then, unworthy of the honour which his Majesty was pleased to confer upon me, I shall resign it back into his hands, and vacate my seat in this House. I do not desire to get off with nominal responsibility, and I wish his Majesty's ministers would give such a pledge for their actions, and for their statements."

Sir Francis Burdett having seconded the motion, Captain Beresford said, the noble lord who made the motion, had, in his opinion, cast a severe reflection on the court and on the witnesses. He knew every member of that court, and he believed they were officers of as high honour and character as the noble lord. He also knew the witnesses, and he believed them in the highest degree worthy of credit. He had himself been a very strong witness against what had been done by Lord Cochrane. He said to the court what he then repeated, that had Lord Gambier acted as the noble lord wished him to do, he would have disgraced himself, and our ships would have been on shore. The noble lord had forgotten how

he formed his charts and log-books in favour of the evidence to be adduced before the court-martial. In thus declaring his sentiments and opposition to the motion, he was actuated by no motive but a sense of duty.

Sir John Orde said, "I cannot content myself with giving a silent vote on a question that so materially affects the vital interest of the profession to which I have the honour to belong. I do not comprehend the object of the noble mover in calling for these minutes. Is it the intention to try Lord Gambier again, or to put the members of the court-martial on their defence? If it is, what, in God's name, would be the situation of officers in the navy? If these are not the objects, what then are they? It has been said, that the minutes might justify the acquittal of Lord Gambier on a charge for life or death, yet that they might shew him not to be entitled to the thanks of parliament: surely an investigation of them for this purpose would savour more of persecution than of public justice. Lord Gambier's conduct in the affair of Basque roads has already been investigated before two competent tribunals; first before the Board of Admiralty, and secondly by a court-martial, composed, I will venture to say, of as honourable men as any country or any service can boast. To try his lordship after this, or here to try the merits of the court-martial, I think would be as unjust as injurious to the service."

Mr. Littleton stated, that the House ought not to take upon itself the revision of such sentences upon light grounds; but still the proceedings of courts-martial were liable to revision in the House, as the court of dernier resort. This doctrine was laid down in Mr. Adye's book on courts-martial; and there was an instance of such revision in 1744, when the sentence of a court-martial on Captain Norris was decided by the House to be partial, arbitrary, and unjust.

The Chancellor of the Exchequer moved, as an amendment, that the word "minutes" should be left out, and the word "sentence" inserted in its stead.

Sir F. Burdett observed, that the preceding speakers had saved him the trouble of proving the right of the House to interfere with the sentence of a court-martial: the question, therefore, now related solely to the propriety of such an interference in the present case. The noble lord had pledged his character in the most explicit manner, that if the minutes were produced, he would prove that the court-martial had acted partially, and that Lord Gambier was not deserving the thanks that were to be moved in his favour; and he thought it was impossible to believe the noble lord would do so without being able to fulfil what he had promised. The right honourable gentleman had said, that the House ought to be contented with the sentence: that, however, was what the noble lord complained of, and it seemed there were things connected with it which could only be properly explained by the minutes. The noble lord had said, that Lord Gambier had delayed sending in ships to support him. Lord Gambier himself allowed, that a lapse of time had taken place. If there was any distinction between the charge

and the admission, Lord Gambier's was the strongest. A lapse of time, he feared, was a lapse of victory. It was a lapse of a tide. The old proverb said, that "time and tide wait for no man:" Lord Gambier thought they would, but he found himself mistaken. The noble lord (Cochrane) was appointed to conduct the attack, appointed by the Admiralty for the purpose, and his orders should have been obeyed as the commander in chief. Lord Gambier's principal concern seemed to have been to preserve the fleet. If Lord Nelson, at the battle of the Nile, or that glorious action in which he lost his life, had acted on this principle, he would never have been crowned with the laurels he so bravely won, nor would the thanks of that House, and the honours of his sovereign, have so eminently and gloriously distinguished him. Lord Gambier's plan seemed to be, a desire to preserve his Majesty's fleet; that of the noble lord's was, to destroy that of the enemy. He never heard that the articles of war held out an instruction to preserve the fleet. He had never heard that Lord Gambier pretended to have done any important or signal service on this occasion; his only merit seemed to consist in what he had omitted to do. That omission might indeed have been wise and prudent, but could never be the object of a vote of thanks. In the minutes it appeared, that his noble colleague had made a signal for assistance at five o'clock in the morning, and none was given till two in the afternoon. The shoals and batteries had not been removed; they remained the same as in the morning; and if there was any danger in them, it was not greater in the morning than in the afternoon.

Mr. Yorke said, that the question was not as to the right of the House to call for the minutes, but whether it was necessary to do so under the circumstances of the case. This was not a case where the noble lord came forward and stated reasons, as consisting with his own knowledge, for withholding the vote of thanks from Lord Gambier; but, on the contrary, one where, in consequence of insinuations thrown out by the noble lord, a court-martial had been held on Lord Gambier, and he had been honourably acquitted, the charge, or rather insinuation, being totally unfounded. He regretted the noble lord should have thought it a part of his duty to adopt this line of conduct after the decision of that court-martial, on which all the evidence was wholly at variance with his ideas. He regretted that a gallant officer, who undoubtedly had rendered great service to his country, should have esteemed it necessary to set up his own opinion and experience against the opinion and experience of so many others. The honourable baronet was mistaken in supposing, that the noble lord was charged with the enterprise; whereas, on the second day, Captain Bligh, and the other captains of the line-of-battle ships, were those who performed the service. He was surprised the worthy baronet should say, that the noble lord went to the attack unsupported; and that having the command that day, he made a signal, which should have been honoured, but was not. That signal was only a communication to the commander in chief, as to which he was to form his judgment; and most of the officers of the fleet agreed it would have been a most extraordinary thing if he had acted upon it.

Mr. C. W. Wynn said, that he was sorry to see the thanks of the House bestowed with too little consideration, so as greatly to lower the value of that distinguished honour. He should hardly have thought this a case in which they ought to have been granted, were it not that their now withholding them might seem to countenance the present charge.

Mr. Wilberforce and Lord Newark spoke against the motion.

Sir C. Hamilton declared, that if his information were correct, the fault that more damage had not been done to the enemy's fleet lay with the noble lord (Cochrane) himself; and if the minutes were produced, he should engage to bring evidence to that effect before the House. If the noble lord had followed the advice of a senior officer, in reserving some of his fire-ships, he would have been able to destroy all the ships of the enemy. When with the explosion-ship the noble lord gave the signal, those who observed his orders did not succeed, and those who did not observe the signal, but were more deliberate in their proceedings, were successful. Those officers who disobeyed the order to fire the ships had been promoted, and those who obeyed the order had not been promoted.

Mr. Croker said, that the noble lord would have done no more than his duty in making the present charges the subject of proceedings against Lord Gambier. What, however, had been the conduct of the noble lord? Instead of making a direct charge, he had merely contented himself with referring the Admiralty to the log-book of his own ship for information. The Board of Admiralty, therefore, in acceding to the wish of the noble lord for an inquiry into his conduct, had done him no more than an act of justice. He then paid a high compliment to the officers composing the court-martial for their professional abilities, and declared, that the noble lord having put his character against the majority of his profession, he was bound to adhere to the majority in preference to the noble lord, however highly he estimated his talents.

After a few words from Mr. Whitbread in support of, and from Mr. Ponsonby against, the motion, Lord Cochrane again addressed the House, and said, "It has been asserted, that it was my duty to have brought forward myself charges against Lord Gambier if I thought his conduct censurable; but I contend, that I adopted the mode which, under such circumstances, it was my duty to adopt. I did not presume to form charges founded on my own opinion of the transactions which had occurred in Basque roads. I did not deliver charges; but when I found that a vote of thanks was to be pressed, I felt myself called upon to refer the Lords of the Admiralty to the log-books and minutes of signals, where they would find reasons why a vote of thanks should not be granted to the commander in chief: and their lordships found them in those official documents, which are received as evidence in all courts of law. These I had no power to falsify, and to these I referred, not with a wish maliciously to criminate, but to save the House and my country from what I felt to be a disgrace; and this I submit was the fair and ho-

nourable mode to proceed. It was regular, and not liable to be affected by prejudice or my opinions: no individual had the power to mislead their lordships. Respecting the 'forming of logs for the purpose of evidence,' I beg to observe, that when any one throws out insinuations, or rather accusations, such as these, it would be but honourable, and justice demands, that he should state the difference which was detected in them. Lord Gambier, who was pretty much alive to detect errors, did point out, that in one, the signal made was, that 'half the fleet could destroy the enemy;' and in the other, that it stood, 'part of the fleet can destroy the enemy.' What is the mighty difference between part and the half? A part may be either more or less, or exactly the half. Is this the error which has been spoken of? or is it the circumstance of my hailing the Indefatigable, which is not noticed in one, but inserted in the other? That was a personal act of my own; the words spoken had nothing to do with the transactions usually inserted in the log-books of ships. Those who were on board can vouch for the correctness of the fact. As to the chart, I pledge myself to prove, if the minutes are granted, that my chart is correct, and is corroborated, as to every part for which it was produced, by the testimony of the master of the Caledonia himself, who, after falsifying his own chart, swears that the French ships lay exactly as I placed them. And here I will give a specimen of the evidence of those ingenious gentlemen, the inventors of the fabricated chart, which was introduced for three reasons: to shew the confined state of the anchorage, the point-blank shot of the batteries of Aix, and that no more of the enemy's ships could have been got at than those that were destroyed. In all these points I pledge myself to prove the chart produced by the master of the Caledonia false, by the mouths of its fabricators themselves; and here is there evidence: first, as to the space in the anchorage. Mr. Fairfax, on being asked, 'Is it much confined, and the water round it shoal?'—*A.* 'The space is much confined.'—*Q.* 'Is the navigation of Aix roads difficult for large ships, as far as you know?'—*A.* 'Very much so.'—*Q.* 'Did you know, previous to the 12th of April, of any anchorage above the Buoyart shoal, and near the Palais shoal, for line-of-battle ships out of range of the enemy's shells?'—*A.* 'I knew of no anchorage.'—*Q.* 'Have you acquired a knowledge of any such since?'—*A.* 'I have not.'—*Q.* 'Were you in the road of Aix after the British ships were placed for the purpose of attacking the enemy?'—*A.* 'No.' So much for this gentleman's knowledge of that to which he positively swears. Now let us see Mr. Stokes' evidence on the same head. 'He does not know the distance between the sands from his own soundings:' yet he positively swears, that 'the space for anchoring is much confined, and the water round it shoal; that it is difficult for large ships, and that the channel is very narrow.' Why, even by his fabricated chart the channel is a mile wide, and neither bank nor shoal between where our fleet lay and the Cassard and Foudroyant, which he has very ingeniously contrived to put in a corner, a mile distant from Aix, though in his evidence

he swears they were only one third of the distance; and here is his description: 'The Cassard and Foudroyant lay afloat; the Cassard one third of a mile from Aix, the Foudroyant three cables' length astern of her.' The reason for making a corner between two shoals, and putting them in it, was to prevent the possibility of getting under their sterns, and between them and the ships ashore, which Mr. Stokes has sworn, 'lay on the western part of the Palais shoal, the three-decker on the north-west edge of the Palais shoal, with her broadside flanking the passage, the north-west part nearest the deep water;' although, in his fabricated chart, he has transported them from the deep water beyond the Tonnere, where he says they 'never could have been got at for the shot to reach.' This chart, it is affirmed by Mr. Stokes, is taken from the *Neptune*, but the space is contracted to about one third of its size. For what reason could this be done, but to induce a belief of 'the unwarrantable peril' to which his Majesty's ships would have been exposed? Mr. Stokes confessed, on his examination, his ignorance of the distance between the sounds, and yet presumed to deliver to the court a chart, not of the scale of the *Neptune François*, of which it is professed to be a copy; and to crown all, after having sworn that it was a chart of the positions of the enemy's ships on and previous to the 12th of April, he, on a subsequent day, when asked by the president, who observed, that 'the Ocean was not marked on the 12th, she was marked on the 13th,' afterwards positively swears, that the only ships marked on this foul fabrication 'are the ships that were destroyed:' yet, inadvertently, several officers have spoken to this chart as correct, and some have deposed, that it was impossible to pass under the stern of the Foudroyant, between her and the bank, although she was seven miles from them and the bank, from nine to thirteen feet under water. I trust this is sufficient: all this I can prove to the world by the testimony given by the witnesses themselves. Another naval member has offered to prove a fact, which he must do me the justice to own is not within his own knowledge—that I was to blame for the failure of the fire-ships: and he states, first, that the explosion-vessel was a signal to the fire-ships; and, secondly, that she was improperly exploded. This gives me an opportunity of again remarking on the conduct of the court: how rigorous as to the law on one side, and how lax on the other! Lord Gambier, too, has asserted that which the honourable gentleman has undertaken to prove, but his lordship did not prove it, and I will tell the reason—because the explosion-vessel was no signal to the fire-ships. Orders, written out by me, were delivered by Lord Gambier in the cabin of the Caledonia, directing quite the contrary, ordering them to use their discretion as to the time when they were to be kindled; and had the state of the weather rendered it practicable to couple them together, the senior officer of each division of four was to shew a lantern or false fire, to direct whether the long or short fusees were to be kindled: and an acknowledgment of the delivery of these orders will be found in Lord Gambier's official letter of, I think, the 10th of May. The court, however,

refused to receive this document, which I offered to them, because they said it was not relevant to the charge; although the court had not only suffered Lord Gambier to make the assertion, but had themselves examined several witnesses to the point. So far from the explosion-vessel having been a signal for the fire-ships to kindle, the fire-ships were, by their written orders, to go in in three divisions, each half a mile a part, and the explosion-vessels half a mile ahead of them. Thus much for the signal, and for the impartiality of the court. Now as to the place in which the vessel exploded; and Mr. Fairfax, one of the fabricators of the chart, is the only person examined on this point: he, notwithstanding he had sworn that she blew up within two cables' length of the Lyra, has a remark, a little unfortunate, on a chart, or in a letter published in the *Naval Chronicle:* 'The French frigate (F) cut or slipped before the fire-ships got to where they were set fire to.' The fact is, the explosion-vessel blew up close to her. I submit to this House—many of the members are military men, and all are capable to judge of the fact—whether one hundred barrels of powder, covered with shells, and at least a thousand grenades, would not have destroyed the Lyra, if exploded within two cables' length? The court indeed asked Mr. Fairfax, 'where he was when she blew up;' and he answered, 'In the Lyra.' In the Lyra, sir, was his answer. The court did not put a question on the minutes, 'Were you on deck in the Lyra?' If I could make use of notes which I had taken, I might submit also to this House, whether a man, who was below at the explosion of the first part of one hundred barrels of powder, could get on deck to see the second part exploded?—Lord Gambier's defence was full of accusations against me. Evidences were examined to prove these, though they did not relate in any way to the charge; and I was not suffered to ask one single question to refute them, or to be present when the defence was read. I was even sent out of court, and denied the privilege of hearing it, although when an evidence on the late trial of a member of this House, I was sent for. If there were no other reasons for the production of the minutes, than that I am now put upon my defence; that accusations are made, which, in justice to my feelings and character, I must refute, I humbly submit to this House, that in justice to me they ought now to be produced, and I trust, for reasons more important to the country, they will not be refused; that this House will not shut its eyes and go blindfold to the vote. If so, the country must not, will not follow their example. Sir, I shall not detain the House longer, than to reassert all that I have pledged myself to prove, and stake every thing that is valuable to man on the issue. I entreat the House will consider, that there is a tribunal to which it is answerable—that of posterity, which will try all our actions, and judge impartially."

After a few words from Mr. Tierney, who supported the motion, the House divided, when there appeared, for the amendment, 171; against it, 19.

The Chancellor of the Exchequer then moved the following resolutions:—"1. That the thanks of this House be given to Admiral the Right Hon. Lord Gambier, for the zeal, judgment, ability, and anxious attention to the welfare of his Majesty's service, which marked his lordship's conduct as commander in chief of the fleet in Basque roads; by which the French fleet, which had taken refuge under the protection of their own batteries, were driven ashore and deserted, and a considerable part of them destroyed on the 11th and 12th of April, 1809: 2. That the thanks of this House be given to Rear-Admiral the Hon. R. Stopford, Captain Sir Harry Neale, captain of the fleet, and to the several captains and officers of the fleet under the command of Lord Gambier, for their gallant and highly meritorious conduct on that glorious occasion, particularly marked by the brilliant and unexampled success of the difficult and perilous mode of attack by fire-ships, conducted under the immediate direction of Captain Lord Cochrane: 3. That this House doth highly approve of, and acknowledge, the services of the seamen and royal marines on board the ships under the command of Lord Gambier, in the late glorious and successful attack on the French fleet in Basque roads; and that the captains and commanders of the several ships do signify the same to their respective crews, and do thank them for their meritorious and gallant conduct."

On the first resolution being put, a debate ensued, but was finally carried by a majority of 161 to 39. The other resolutions were then carried *nem. con.*

On the 8th February, similar resolutions were passed in the House of Lords.

On the 26th March, Lord Porchester rose to submit certain resolutions to the House of Commons, founded upon the evidence taken at its bar during the laborious but important investigation into the expedition to the Scheldt. It would be impossible to give a clear and comprehensible analysis of the speeches and arguments brought forward by his lordship, and those gentlemen who spoke in support of, and against, the resolutions, without greatly exceeding the limits which have been allotted for parliamentary intelligence in this work: we shall, therefore, content ourselves by merely inserting the resolutions, and the decision passed upon them:

"1. That on the 28th of July last, and subsequent days, an armament, consisting of 39,000 land forces, 37 sail of the line, 2 ships of 50 guns, 3 of 44 guns, 24 frigates, 31 sloops, 5 bomb-vessels, and 23 gun-brigs, sailed on the late expedition to the Scheldt, having for its object the capture or destruction of the enemy's ships, either building at Antwerp or Flushing, or afloat in the Scheldt; the destruction of the arsenals and dock-yards at Antwerp, Terneuse, and Flushing; and the rendering, if possible, the Scheldt no longer navigable for ships of war.

"2. That Flushing surrendered on the 15th of August, whereby the reduction of Walcheren was completed; and that on the 27th of August all attempts on the fleet were, by the unanimous opinion of the lieutenant-generals, declared to be impracticable, and were abandoned.

" 3. That the destruction of the basin, dock-yard, magazines, and naval store-houses of the town of Flushing, and of such part of the sea-defences as it was found proper to destroy, having been effected on the 11th December, the Island of Walcheren was, on the 23d December, evacuated by his Majesty's forces, and the expedition ended.

" 4. That it does not appear to this House, that the failure of this expedition is imputable to the conduct of the army or the navy in the execution of their instructions relative to the military and naval operations in the Scheldt.

" 5. That on the 19th of August, a milignant disorder shewed itself amongst his Majesty's troops, and that on the 8th of September the number of sick amounted to upwards of 10,948 men.

" 6. That it appears, by the report of the physician appointed to investigate the nature and causes of the malady to which his Majesty's troops were thus exposed, that the disease is one which prevails periodically in the Islands of Zealand, and is of peculiar malignity there, and which constantly follows a law of season, appearing towards the end of summer, becoming more severe in the autumnal months, declining in October, and nearly ceasing in November; that perfect recoveries are rare, convalescence never secure, and that the recurrence of fever quickly lays the foundation of complaints, which render a large proportion of the sufferers inefficient for future military purposes.

" 7. That of the army which embarked for service in the Scheldt, 60 officers and 3900 men, exclusive of those killed by the enemy, had died before the 1st of February last; and on that day 217 officers and 11,269 men were reported sick.

" 8. That the expedition to the Scheldt was undertaken under circumstances which afforded no rational hope of adequate success, and at the precise season of the year when the malignant disease, which has proved so fatal to his Majesty's brave troops, was known to be most prevalent; and that the advisers of this ill-judged enterprise are, in the opinion of this House, deeply responsible for the heavy calamities with which its failure has been attended."

There was also a second set of resolutions, as follows, relating to the retention of the Island of Walcheren:

" 1. That Licutenant-General Sir Eyre Coote having, on the 9th of September, been left in command of Walcheren, with an army of about 15,000 men, did, on that day, make an official report on the state of the island, the extent of force required to effectually guard it, the nature and condition of its defences, and the number of men then sick and unfit for duty; representing that, after such his exposition, his Majesty's ministers would be the best judges of the propriety, or possibility, of keeping the island; and adding, that the advantages must be great indeed which could compensate for the loss of lives and treasure, which the retention must necessarily occasion.

" 2. That on the 23d September, Sir Eyre Coote stated to his Majesty's minis-

ters, that the alarming progress of disease was such, that if it should continue in the same proportion for three weeks longer (as, he added, there was every probability that it would), our possession of the island must become very precarious.

"3. That on the 6th of October, Sir Eyre Coote, after stating that the number of sick was increasing, and that the effective force was thereby rendered so trivial, as to make the defence of the island, if it should be attacked, extremely precarious, did express his anxiety to be informed of the intention of his Majesty's government as to the future state of Walcheren.

"4. That, notwithstanding these and many other pressing representations on the alarming condition of the troops, and the danger to which they were exposed, his Majesty's ministers did neglect to come to any decision until the 4th of November, and the final evacuation of Walcheren did not take place until the 23d of December.

"5. That on the 10th of September, the number of sick in the Island of Walcheren was, exclusive of officers, 6938; and that the total number of sick embarked for England, between the 15th of September and the 16th of November, was 11,199, making in that period an increase of sick of 4268.

"6. That although the great object of the expedition had been abandoned as impracticable, a large proportion of the British army was (without any urgent or determined purpose in view, or any prospect of national advantage to justify such a hazard, or to compensate such a sacrifice,) left by his Majesty's ministers to the imminent danger of attack from the enemy, and exposed, during a period of more than three months, and under circumstances of aggravated hardships, to the fatal ravages of a disease, which, on the 31st of August, had been officially announced to be daily increasing to a most alarming degree.

"7. That such conduct of his Majesty's advisers calls for the severest censure of this House."

The debate continued by adjournment till the 30th of March, when the House divided: for the resolutions, 227; against them, 275.

On the 3d of April, Sir F. Burdett moved for a committee to inquire into the conduct of Captain Warwick Lake. In his opinion, a subject of more importance could not be brought under the consideration of parliament. The extraordinary circumstances of the case; the consideration that the aggrieved was an English seaman, one of a class of persons entitled to the peculiar protection of the House; all these circumstances concurred to point out the transaction as deserving the most serious attention. His attention had been first called to this subject by a paragraph in a newspaper, stating that a seaman had been left by the Hon. Captain Lake on the Island of Sombrero. This statement was followed by no remark expressive of abhorrence of the act. It seemed to have been regarded as a slight and trivial affair, like a common occurrence of the day; such as, "a stage-coach was overturned in Piccadilly, but we are happy to say that none of the passen-

gers were hurt." It was not his wish to aggravate any thing in this extraordinary case, or to excite any other feeling than would naturally arise from the bare contemplation of the fact. It was an act of cool, determined, deliberate wickedness, on whose glaring and uncovered guilt no eye could look without feelings of the utmost horror. He censured the conduct of Sir Alexander Cochrane, the admiral on the West India station, for neglect of justice, and also the Admiralty. He severely reprobated the unscrupulous zeal with which the court-martial appeared to shut out from the case every thing that might press upon Captain Lake; and hoped, for the safety of the mariner, and honour of the country, the business would not be allowed to terminate without some further proceedings: it was no question of political interest, nothing on which wise or good men might disagree.

The Chancellor of the Exchequer said, he did not in any manner wish to repress the feelings which the statement of the honourable baronet and the case naturally excited, but he could not assume, with him, that there was evidence of murder being committed; and he, therefore, did not see what mode of trial the committee which was proposed could recommend to be had against Captain Lake. If there were any evidence that the man was dead, the sentence of the court-martial would not prevent his being now tried for murder: as the case stood at present, there was no proof at all against Captain Lake, except the evidence bearing on the point, for which he was tried by a court-martial, and punished. He thought it better to wait for some time, to see whether, by additional inquiries, any further information could be obtained; and then, if any such evidence could be obtained as would prove the man to have died in consequence of his having been left on the island, a trial might be ordered. If the man was, however, still living, a further punishment might be inflicted on Captain Lake, as the sailor would have a civil action for damages, in which case a jury would have to declare what damages ought to be given in a case of such extreme cruelty and atrocity. He, however, wished the honourable baronet to withdraw his motion; which being agreed to, Mr. Whitbread moved, "That an humble address be presented to his Majesty, that he be graciously pleased to give immediate directions that a minute and accurate search be made forthwith on the Island of Sombrero, for the purpose of ascertaining if any traces can be found of Robert Jeffery, a seaman of his Majesty's ship Recruit, left on the said island by the Hon. Warwick Lake, late commander of the said ship, contrary to every principle of duty, and in violation of every dictate of humanity."

Mr. Whitbread then moved a second resolution, "That his Majesty will please to give directions, that a search be made in all his Majesty's settlements abroad, and in his Majesty's fleets, and also in all foreign countries where his Majesty has influence, to ascertain whether the said Robert Jeffery be still alive."

Mr. Whitbread then said, that as the conduct of Sir Alexander Cochrane did not appear to be free from blame, he should move, "That there be laid before the

House, copies or extracts of all communications, together with the dates of the letters which passed between the Lords Commissioners of the Admiralty, or the First Lord of the Admiralty, and Vice-Admiral Sir A. Cochrane, touching the landing from the Recruit, Captain Lake, a sailor, named Robert Jeffery, on the Island of Sombrero in the West Indies." All of which resolutions were agreed to without a division.

On the 8th of June, Mr. Yorke moved, " That an humble address be presented to his Majesty, praying that he may be graciously pleased to direct, that a monument be erected in the cathedral of St. Paul to the memory of Vice-Admiral Lord Collingwood; bearing an inscription expressive of the various brilliant services performed by him during a laborious life, and particularly his conduct in the glorious battle of Trafalgar on the 21st October, 1805:" which was agreed to.

On the 13th of June, Lord Cochrane called the attention of the House to the conduct of the Admiralty, and moved the following resolutions:

" 1. That the officers and seamen of his Majesty's navy are entitled to the highest consideration and attention of this House, in order to induce them to call forth their energies and stimulate their exertions.

" 2. That by a statute of Queen Anne it had been enacted, that naval officers should have the power to defend themselves in all prize causes in which they might be interested, and should have the choice or appointment of their own proctors and advocates.

" 3. That the provisions of the foregoing statute had been suppressed by an order of council in the year 1779, by which the whole of the proceedings in prize causes were thrown into the hands of the king's proctor.

" 4. That it appears to this House, that in all prize causes the captors should be allowed to come into court, and employ such proctors and advocates as they shall think proper.

" 5. That leave be given to bring in a bill for the better regulation of the proceedings in the court of Admiralty in matters of prize causes."

They were opposed by Sir J. Nicholl and others, as unnecessary and inexpedient, and negatived by a majority of 76 to 6.

On the 10th January, the Plover, commanded by Captain P. Browne, captured off Scilly the French privateer Le Seratu, pierced for 20 guns, mounting 14, with 100 men. Captain Browne also recaptured two merchant-vessels, prizes to Le Seratu.

On the 10th January, Captain R. Arthur, of the Cherokee sloop, reconnoitred the port of Dieppe, when he perceived seven luggers at anchor, close together, within a cable's length of the pier-head, under the batteries; and deeming it, notwithstanding their numbers, practicable to capture or destroy some of them, at one o'clock on the morning of the 11th, the wind being southerly, stood in,

and perceived the whole at anchor as when reconnoitred: he immediately ran between two, and laid one on board, which, after a fruitless attempt on the part of the enemy to board the Cherokee, he succeeded in bringing out, which proved to be L'Aimable Nelly, a new lugger of 16 guns and 60 men. During the time the Cherokee was under the batteries, the whole of the privateers kept up a constant fire of musketry, but without doing further injury than wounding Lieutenant Gabriel and Mr. James Ralph, boatswain, both in the hand: the enemy had two killed and eight wounded.

On the 3d February, Captain Bligh of the Valiant, being off Belleisle, fell in with, and after a chase of six hours captured, the French frigate Cannoniere, from the Isle of France, in part disarmed, having only 14 guns and 137 men; laden with a cargo of colonial produce. It appears she was lent to the merchants of the Mauritius for the purpose of transporting her valuable cargo to France.

On the 3d February, being off Scilly, Captain J. Palmer of the Pheasant sloop, on the clearing up of a thick fog, discovered a lugger, distant about seven miles. Being very little wind, Captain Palmer thought it useless to chase, and had, therefore, recourse to stratagem, making sail from him, at the same time keeping the Pheasant's head-sails as much back as possible, and the lugger direct astern, so as to prevent her discovering him to be a vessel of war; which manœuvre happily succeeded, the privateer making all sail after him, and with rowing, &c. was up with the Pheasant about five o'clock, when he hoisted French colours, and fired a shot; on which Captain Palmer tacked, and had the good fortune, in passing, to strike away the enemy's top-mast: the lugger, likewise, gave the Pheasant her guns in passing, and at the same time fired several vollies of small arms, but without effect. After a chase of four hours, Captain Palmer succeeded in capturing her: she was pierced for 14 guns, which she threw over during the chase.

On the 24th of February, Captain G. Sayer of the Raleigh sloop, being off Beachy head, captured, after a short chase, La Modeste French privateer, pierced for 18 guns, but had only 4 mounted, with 43 men. Two other luggers were in company, but seeing the fate of their companion, set all sail, and made off: Captain Sayer having a convoy under his charge, was prevented following them, or there is no doubt that they would have shared the same fate.

On the morning of the 21st February, Captain G. Scott, commander of the Horatio, being in lat. 33 deg. 10 min. N. and long. 29 deg. 10 min. W. discovered a strange ship, and after a long chase, and running action of one hour (wherein the enemy manifested some determination to defend his ship), captured the French frigate La Necessité, of a small class, pierced for 40 guns, mounting 28, viz. 22 12-pounders and 6 24-pounder carronades, with 186 men, commanded by Mons. Bernard Bonnie, lieutenant de vaisseau, from Brest, bound to the Isle of France with naval stores and provisions. In this affair the Horatio sustained no damage, except a little in her masts and rigging.

On the 5th and 6th February, a court-martial was held on the Hon. Captain Warwick Lake of the Ulysses, for having, when commander of his Majesty's ship Recruit, on the 13th December, 1807, at six o'clock in the afternoon, caused a seaman, of the name of Robert Jeffery, to be put on shore on the desert Island of Sombrero in the West Indies. It appeared, that in the month of November 1807, Jeffery went into the gunner's cabin, and took out a bottle with some rum in it; that on the day he was set on shore, he broached a cask of spruce-beer, which had been brewed for the ship's company. The Recruit being off the Island of Sombrero, Captain Lake asked the master what island it was, and whether there were not some thieves on board: to which he replied, "Yes, there were two." Captain Lake then desired him to send Jeffery up to him: the man soon came, and Captain Lake said he would not keep such a man in the ship. He then ordered Lieutenant Mould to land him on the island, and return immediately to the ship. As soon as Admiral Cochrane heard of the circumstance, he reprimanded Captain Lake, and sent him to take the man off the island. Some of the officers of the Recruit landed, and explored the island, but they found nothing on it: it was a barren spot, covered in the middle with a kind of rough grass-weed. There was no house or inhabitant on it. By the American newspapers, afterwards received, it appeared that the man had been taken off the island by an American ship, and landed in America.

Captain Lake, in his defence, admitted he had put the man on shore, but denied that he ever intended to put his life in jeopardy, as he thought the island was inhabited: that in landing him, he thought he would be more sensible of his want of conduct, and would reform in future. The court agreed that the charge had been proved, and sentenced Captain Lake to be dismissed his Majesty's service.

Members of the Court.—Captain Bedford, *President:* Captains Pater, Plampin, J. Erskine Douglas, Rogers, Barnett, Irwin, Sir A. Dickson, Cumberland, Raggett, and Hall.

On the 4th May, Captain Hardyman, of the Armide, directed the boats of that ship, under Lieutenant S. Roberts, assisted by those of the Calmus, Daring, and Monkey, to attack an enemy's convoy of armed and coasting vessels at the Isle of Rhé: seventeen of them were taken possession of, thirteen of which were burned, under a heavy fire from the batteries and armed vessels, and the others left on shore. The whole of the officers and men employed on this occasion highly distinguished themselves by their skill and bravery. Lieutenant Townley of the Armide was unfortunately killed on board an armed vessel, which he had carried, whilst repelling an attack made upon her by two pinnaces of the enemy: two seamen of the same ship were also killed, and three others wounded.

On the 29th May, the boats of the Desirée, Captain Farquhar, Quebec, Britomart sloop, and Bold gun-brig, under the direction of Lieutenant S. Radford of the Desirée, were ordered to take or destroy some armed vessels of the enemy lying

in the Vlie, one of which, a French lugger of 6 guns and 26 men, was driven on shore and burned, and the following vessels captured and brought out: a French lugger, of 12 guns and 42 men; a French schuyt, of 4 guns and 17 men; a Dutch gun-boat, and a small row-boat. The enemy likewise had one man killed and three wounded: the English had none killed or wounded.

Copy of a Letter from Captain R. MENDS *to Lord* GAMBIER, *dated Arethusa, off Bermeo, July* 11.

"MY LORD,——After a consultation with the junta of Asturias on the 24th ult. I consented to receive on board the squadron your lordship has been pleased to place under my command, the Spanish general Porlier, and 500 of his soldiers, with the intention of beating up the enemy's quarters along the coast of Cantabria and Biscay, in order to make a diversion of his troops towards the sea-ports in his possession, and thus afford an opportunity for a combined movement of the Spanish armies in Asturias, by compelling the enemy to detach more of his forces to oppose us, and thereby weaken the interior of that province and St. Andero, or to suffer his sea-defences to be destroyed, and his supplies coastwise cut off; the one or other alternative appearing to me an inevitable result of such movements. I have now the pleasure of informing your lordship, that we have completely succeeded in the maritime part of the expedition, without the loss of a single man; having destroyed all the batteries (with the exception of Castro) from St. Sebastian to St. Andero, on which were found about 100 pieces of cannon altogether, and laid that whole extent of sea-coast entirely bare of defence. Communications are thus opened with these provinces, and the zealous attachment of the inhabitants to the independence of their country ascertained, should it hereafter be deemed expedient to act on it.

"The strong port of Santona, and the numerous batteries round Bermeo, being dismantled, our ships will have in future two good anchorages on the coast in westerly gales, as it will be a work of considerable time and labour to remount heavy cannon on the various eminences of these places, which must all be conveyed by sea, the country being so extremely mountainous, and the roads so bad, that land carriage is almost impracticable.

"The brigade of seamen and marines from the squadron being commanded by the Hon. Captain Aylmer of the Narcissus, his letter to me of the 9th inst. will inform your lordship of the events which took place on their landing at Santona, and during the short time they occupied it. To the zeal and ability of that excellent officer I am much indebted, as well as to that of Captain Bowles of the Medusa, who most anxiously solicited to be attached to the brigade, and acted as second in command. Mr. Hugh Pearson, my first lieutenant, and Lieutenant Desbrisay, commanding the marines, distinguished themselves by their exemplary conduct; as, in short, did all the other officers and men composing the brigade.

The disposition of the boats made by Captain Galway of the Dryad, assisted by Captain Joyce of the Amazon, at our different landings, was so judicious, as to prevent either confusion or loss, where the surf was frequently extremely dangerous to approach; nor were the services of Captain Digby of the Cossack less important in forwarding every part of the various duties going on both night and day; and I have only to regret, that the early retreat of the enemy on the 7th deprives me of an opportunity of announcing to your lordship his entire defeat and surrender.

"Having, by our landing at Santona, induced the enemy to abandon several positions in the interior, as well as on the sea-coast, in order to collect a sufficient force to prevent our continuing in possession of that place, I shall be happy to find that the armies of Asturias, and of the mountains of St. Andero, have been put in motion during the absence of the French, which was the principle agreed upon between the junta of Asturias and myself; but as yet I have no information on that head. This expedition has, however, cost the enemy upwards of 200 men, besides an infinity of trouble and marching, and added near 300 volunteers to General Porlier's little army. I am also happy in having this opportunity of bearing testimony to the talents of that distinguished officer, and the gallantry of his small band of officers and soldiers, who, on every occasion, were emulous for their own and country's honour.

"I am now proceeding westward, to land the general and his men at Ribadeo, and shall feel happy if the complete success of this little expedition, the zeal with which it has been executed, and the principle on which it was undertaken, be honoured with your lordship's approbation."

SIR, NARCISSUS, *July* 9.

Herein I beg leave to detail the proceedings of the battalion of seamen and royal marines which you did me the honour to place under my command, acting in conjunction with, and under the orders of, Brigadier-General Porlier.

On the morning of the 5th instant, we landed with the Spanish force on the beach to the westward of Santona, and immediately went forward to the town, which we entered without any loss, the French retiring across the river: our advanced guard, under Lieutenant Desbrisay, of the marines of the Amazon, with the Spanish tirailleurs, succeeded in stopping a part of the rear guard of the French, after killing two, and wounding a few more, and taking some prisoners. In the course of the day, General Porlier sent off some of his men on the road to St. Andero, and Lieutenant Pearson of the Arethusa was despatched with a party of seamen to destroy the guns in the forts, which was completely effected. The 6th was employed in examining the forts, in case of being attacked by the French, whom we had reason to expect would advance in force from St. Andero.

On the morning of the 7th, we placed the boats' carronades on a hill which

commanded the isthmus leading to the town, and posted the men along the hedges and vineyards in front of the position; the Spaniards on the right on a sand-hill, and the English, with the Spanish tirailleurs, in the centre and left. At about seven o'clock a. m. a firing was heard, and our advanced parties retired, closely followed by the French. The marines composing our out-post, under Lieutenant Fennell of the Arethusa, retired in the most perfect order. Very shortly after, the enemy was advancing rapidly in three columns, one making for the right, the other for the left, keeping the third in reserve. Their principal object appeared the right, where the Spaniards were posted, but they were almost immediately checked by the steadiness of the reception they there met with; and a few shot being fired from our battery, the other column, on our left, scarcely advanced, but fired at a distance; finding probably our preparations made with more strength than they imagined, they faced about and retired, leaving several killed and wounded. The enemy's force appeared to consist of between 7 and 800 men; and I have only to regret that they did not advance nearer, for had they done so, I am convinced a most complete and entire destruction of their whole force would have taken place. Brigadier-General Porlier detached his sharpshooters to harass their rear; they succeeded in killing and wounding several, and making some prisoners: on the whole, I conceive the loss of the French in the three several days, in killed, wounded, and prisoners, amounts to about 150 men.

The whole of the guns, &c. in Santona and Laredo are destroyed, consisting of 22 24-pounders and 4 13-inch brass mortars.

On the 8th, in the morning, according to your directions, I withdrew the guns, ammunition, &c. and re-embarked with the people, without any loss, the Spaniards only having seven men wounded.

I have to acknowledge the obligations I am under to Captain Bowles of the Medusa, for his indefatigable activity in getting every thing arranged, and having the men in such perfect order when the enemy advanced; as well as to express the great satisfaction I felt at the steadiness and firmness with which the men awaited the attack. Lieutenant Rees of the Dryad, who did the duty of adjutant to the battalion, has also my sincere thanks for the assistance he gave me in the different directions, and for his unremitted attention to the order of the whole. The only officers who had the least opportunity to distinguish themselves, were Lieutenants Desbrisay and Fennell of the marines, who commanded the advanced guards during the two little affairs.

To Captain MENDS *of the Arethusa.* (Signed,) F. W. AYLMER.

Copy of a Letter from Rear-Admiral Sir R. G. KEATS *to* J. W. CROKER, *Esq. dated Implacable, Cadiz Bay, Aug.* 30.

"SIR,——My despatch, No. 15. will have informed their lordships of the sailing of an expedition from this port on the evening of the 22d: I have now the

honour to transmit the copy of a letter I have received from Captain George Cockburn of this ship, detailing the particulars of a descent and successful attack made on a strong corps of French troops posted at the town of Moguer. The expedition returned into Cadiz yesterday, with a few prisoners and some volunteers for the Spanish army, having driven the enemy from Moguer and the adjoining coast with considerable loss, and about 40 killed and wounded on the part of our ally.

"I have received, sir, through his Majesty's minister at this place, the copy of a letter from his Excellency M. de Bardaxi, secretary of state for foreign affairs, strongly expressive of the sentiments of satisfaction and gratitude felt by the council of regency at the able and distinguished co-operation afforded General Lacy on the expedition by Captain Cockburn, the officers and seamen under his command; and it becomes my duty to mark, in the strongest manner, how sensibly I feel the public service has been benefited by Captain Cockburn's able, cheerful, and zealous services."

SIR, JASPER, *in Huelba River, Aug. 25.*

I have the honour to inform you, that, in pursuance of your orders, I sailed from Cadiz on the night of the 22d current, with the vessels and boats you were pleased to place under my orders, for the purpose of co-operating with the Spanish armament under the command of General Lacy. On the night of the 23d, being about four leagues to the southward of the entrance of this river, I received intimation from the general, that he wished to land, without further loss of time, on the coast then abreast of us, as it would enable him to get to Moguer (where the French army were supposed to be) considerably sooner than he could do by water: the whole fleet being accordingly directed to anchor as close to the shore as they could with safety, I began about ten o'clock to disembark the troops; and the whole of them, as well as the horses, &c. being safely landed between one and two o'clock, the general commenced his march, keeping along the beach; and was attended by eleven of our flat boats (under Lieutenant Westphall of the Implacable), for the purpose of transporting the army across a large branch of the river, which (after our landing) we were informed intersected our way to Moguer, and extended a very considerable distance into the country. This precaution having, however, prevented their being delayed in the slightest degree, the army got to Moguer (a distance of twenty-two miles from the point of debarkation) about eleven o'clock yesterday morning, and the French army being there (according to the information), the Spaniards forgot their fatigues, and proceeded immediately to attack them. The French not being prepared for such a visit, were soon driven from the town; but having collected and rallied in the neighbourhood, they attempted to regain what they had lost, and in their turn made several desperate attacks on the Spanish advanced line; but being worsted

in every attempt by the valour and steadiness of the Spanish troops, they retreated at the close of day, and will, I fear, owing to their being principally cavalry, succeed in getting to Seville. General Lacy will, however, I believe, follow them as long as he sees any chance of destroying them; and on his return from pursuing them, will re-embark, and return to Cadiz or St. Lucar, as circumstances may authorize.

The loss of the Spaniards during yesterday was but trifling; that of the enemy has not yet been ascertained, but I saw several of them lying dead on the field, and about twelve of them were taken prisoners, who say they were about 1100 strong.

The cheerfulness with which the Spanish troops bore the fatigue of marching twenty-two miles, after being without rest for three successive nights, and the steadiness and valour they displayed in the action that ensued, have excited my highest admiration, and made me more sanguine than ever in the hope, that such people in such a cause must be ultimately successful. The inhabitants of this neighbourhood also shew scarcely less enthusiasm than the army come to their deliverance; and the manner in which they greeted our arrival amongst them, sufficiently proves their attachment to their legitimate government, and their detestation of the French usurpation.

I cannot, sir, close this account of the transaction of the Spanish army, without paying my humble but sincere tribute of admiration of General Lacy, who has proved himself worthy of commanding such men, and appears, by his coolness, judgment, and active bravery, to be peculiarly adapted for such services as that in which he is now employed.

It is now, sir, a pleasant duty incumbent on me to assure you, that nothing can exceed the good conduct of the officers and men you have placed under my orders; and I must beg leave particularly to mention to you the unremitted assistance I have received from Captain Daniell of this sloop, and from Lieutenant Westphall (first of the Implacable), who, by his conduct on this service, has added to the many claims he already has to my particular notice and recommendation.

To Sir R. G. KEATS, *K. B. &c. &c.* (Signed,) G. COCKBURN.

On the 5th September, as Captain Sir G. R. Collier of the Surveillante, whilst standing out of Quiberon bay, for the purpose of reconnoitring the Loire, he observed an enemy's convoy take advantage, and run from the Morbihan to the southward, and instantly gave chase: a part were driven back, and a brig sought protection immediately under the rocks between the batteries of St. Guildas and St. Jacques. Notwithstanding the protection so afforded, in addition to the fire from soldiers placed within the caverns, and supported by field-pieces, the persevering gallantry of Lieutenant the Hon. J. Arbuthnot, and Mr. J. Illingworth, master's mate, succeeded in carrying her: they cut her hawser, and brought her

out, without any loss. This fortunate circumstance was considerably owing to Lieutenant Stokes of the Constant, who, with admirable skill and judgment, pushed his brig in between the rocks and shoals of St. Guildas, and by a well-directed fire kept the enemy close within the holes and caves in the rocks.

On the night of the 6th, Sir George was returning to his anchorage, when he determined on destroying a new battery and guard-house, having a small watch-tower attached to it, and protecting the N. side and entrance into the Crac river: two boats were, therefore, despatched under the command of Mr. J. Illingworth; and from the judicious arrangements made by that officer (although the day had dawned), the enemy's guard were first decoyed from their battery, and then driven from the beach, when himself and companions immediately pushed for, and made themselves masters of, the battery and guard-house. Having spiked the gun (24-pounder), a quantity of gunpowder, taken for the purpose, was so well disposed, that in a few moments the whole was levelled with the ground and in flames. The return was effected in the same cool and deliberate manner; and although opposed by nearly double their force, and exposed to a fire from the opposite side, not a man of the party was hurt. Thus, in less than five minutes, the labour of some months was rendered entirely useless.

On the 12th of September, Captain Wolfe of the Aigle, being in lat. 45 deg. 29 min. N. long. 28 deg. 40 min. W. at eleven o'clock, saw a ship standing towards him, and when about nine miles off, wore and made sail from him; but after a chase of thirteen hours, he came up with, and captured, Le Phœnix ship privateer of Bourdeaux, pierced for 20 guns, carrying 18 18-pound carronades, and a complement of 129 men, commanded by M. J. Perrond. The capture of this privateer was of the greatest importance to the British trade. She was nearly a new vessel, strong built, copper-fastened, and a very superior sailer, with a crew composed of strong, healthy, active, stout young men, and her commander a very clever experienced officer, a lieutenant de vaisseau, brought up in the French navy prior to the Revolution, and who had received the order of the Legion of Honour from Buonaparte for the havoc he made in the East Indies, being captain of the Bellona privateer upwards of nine years, and came to Europe captain of the Cannoniere. He tried the Aigle on every point of sailing, but owing to a gale of wind, was caught: he had been chased by four different vessels, but left them with the greatest ease.

On the 24th October, the Briseis sloop, commanded by Captain G. Bentham, fell in with an enemy's schooner, eighty miles W. by S. of Horn reef, and after an anxious chase of eight hours, succeeded in bringing her to action, which was maintained with determined desperation for an hour (the vessels touching most part of the time), when she struck, and proved to be the Sans Soucie, of 14 guns and 55 men, of whom 8 were killed and 14 wounded: the Briseis had 4 men killed and 11 wounded.

Copy of a Letter from Sir HARRY NEALE *to Lord* GAMBIER, *dated Caledonia, in Basque Roads, Sept.* 28.

"MY LORD,——Since my letter of the 12th inst. detailing the capture and destruction of three of the enemy's brigs on the east coast of this road, the small vessels, with the boats of the Caledonia and Valiant, have been successfully employed in stopping the coasting trade between Rochelle and the Isle d'Aix, but more particularly in blockading three of the enemy's brigs that had sought protection under the battery upon Point du Ché, and forming part of a convoy to which the former vessels belonged, the whole of them laden with timber and provisions on account of government. I have now the honour to inform your lordship, that the tide being sufficiently high, and the nights dark, I judged it practicable to effect either the capture or destruction of these vessels; but as the enemy had strengthened his position with four field-pieces, and their artillerymen posted upon the beach, and on a low point situated under the battery, with a strong detachment of foot and horse in the adjoining village of Angolin, it was obvious we could only succeed, with the means we possessed, in effecting this object by a *coup de main*, and with a force adequate to the resistance that was likely to be immediately opposed to us. In consequence of this persuasion, I directed 130 marines from the Caledonia and Valiant to be embarked in the boats of their respective ships, under the direction of Captain Sherman of the royal marines of this ship, for the purpose of landing under Point du Ché, to carry the battery and field-pieces by assault, and to spike the guns, allotting to the other boats of the squadron the capture or destruction of the brigs.

"I have the satisfaction to acquaint your lordship, that this force proceeded last night, agreeably to the arrangement I had previously made, under the command of Lieutenant Hamilton of this ship, with the other lieutenants of the squadron, who also volunteered their services in the command of the different boats upon this occasion; the whole acting with that degree of zeal, regularity, and attention I had every reason to expect, and which so much contributes to the success of an undertaking. The marines were landed at the place appointed about half-past two o'clock in the morning; but, notwithstanding the near approach of the boats before they were discovered, the alarm was given from the brigs, and an ineffectual fire was immediately opened upon them from the enemy's guns. Lieutenant Little, of the royal marine artillery, immediately, on landing, pushed forward with the bayonet to the assault, supported by Captain M'Lauchlin's division, with Lieutenant Cotter, both of the royal marines of the Valiant, and Lieutenant Gouche of this ship, with a separate detachment, and succeeded in carrying the battery, and spiking all the guns. Lieutenant Little, in a personal contest with one of the enemy, when in the act of wresting his musket from him, received the contents in his hand, which was so much shattered as to render amputation necessary. Captain Sherman at the same time took post with his division upon

the main road by the sea-side, with his front to the village, and an 18-pound carronade on his right in one of the launches. In a few minutes a considerable body of men advanced from the village, and were instantly checked in their approach by a warm fire from the marines and the boat: at this period the enemy had succeeded, under cover of the night, in bringing a field-piece to flank the line, which the picquet immediately charged with the bayonet and took from him, putting the men to flight. The object of this service being now executed by the capture of two of the brigs, and the destruction of the other by fire, the marines were immediately re-embarked in the most perfect order, without the loss of a single man, and only one other person, a private belonging to the Valiant, wounded. The enemy had 14 men killed in defence of the battery upon Point du Ché: what loss he sustained by the fire from Captain Sherman's division, and from the launch, it is impossible to say, but he must have suffered considerably, as his line was much exposed, and completely kept in check.

"I have felt it to be my duty to be thus particular in the detail of circumstances on this occasion, for although the service performed is in itself of little importance, yet it required such promptitude and exertions from the officers and men employed upon it, as frequently are not so necessary in undertakings of greater magnitude; and I am solicitous to do justice to the merits of all the officers and men employed in this service. I must beg, in particular, to call your attention to the conduct of Lieutenant Little, who was most materially engaged upon this occasion, and whose loss of his right hand will be severely felt, in the hope that the Lords Commissioners of the Admiralty will take into consideration the injury he has sustained."

Mr. Thomas, master of the Queen Charlotte hired cutter, proceeding off Cherbourg on the 29th August, at three p. m. Alderney bearing S. S. W. three or four leagues, observed a large cutter in the S. E. standing for the Queen Charlotte, with an English white pendant flying: not liking her appearance, Mr. Thomas made the necessary preparations for giving her as warm a reception as possible. At half-past three he came very close, luffed up, and hauled down the English ensign and hoisted French, when Mr. Thomas gave him his broadside of round and grape, which was returned by the enemy. The action was continued within pistol-shot till five p. m. when the enemy hauled his wind to the N. E. leaving the Queen Charlotte in no condition to follow him, having the boatswain killed and 14 wounded: among the latter was Mr. P. A. Mulgrave. When the great disproportion of the two vessels is considered (the Queen Charlotte having only 8 4-pounders and 25 men, whereas that of the enemy had 16 12-pounders and 90 men, and with that immense superiority found it meet to give way to the distinguished gallantry of the Queen Charlotte's little crew), the conduct of Mr. Thomas on this occasion proves him a very brave and skilful officer.

On the 25th October, being in lat. 54 deg. 47 min. north, and long. 2 deg. 45 min. east, Captain J. M'Kerlie, of the Calliope sloop, discovered a schooner in the south-west, standing towards him under easy sail, and soon afterwards made her out to be an enemy. As she took the Calliope for a merchant-brig, Captain M'Kerlie judged it most prudent not to make any sail until she found out her mistake, which she did at about three miles distance, when she bore up, and made all sail: at half-past eight, the Calliope had all sail in chase; at half-past ten, was within gun-shot, and occasionally fired her bow-chasers; at half-past eleven, the great guns were brought to bear within pistol-shot; and as there was very little difference in point of sailing, the principal object of both appeared to be to disable each other in the sails and rigging. At twelve, the main-mast of the enemy went overboard, and the rest of his sails and rigging being cut to pieces, he hailed that he had struck. She proved to be La Comtesse d'Hambourg of 14 guns, 8 twelves and 6 8-pounders, and 51 men. Mr. Blake, first lieutenant of the Calliope, behaved in a most gallant and distinguished manner, as well as Mr. Borough, second lieutenant, and Mr. Roberts, the master, with the whole of the other officers and crew.

On the 27th October, Captain Lapenotiere, commander of the Orestes sloop, captured Le Loup-Garou French privateer of 16 guns and 100 men, after a chase of one hour, and a close action of thirty minutes. Sir Robert Calder, in transmitting the above account to the Admiralty, says, "This capture does very great credit to the captain, officers, and men of the Orestes, from the prompt and neat manner in which it has been effected, without any loss to his Majesty's service; and confirms the good opinion I long since entertained of Captain Lapenotiere as an officer whilst serving under my command."

On the 8th of November, Captain the Hon. F. Paul Irby, commander of the Amelia, captured, in lat. 44 deg. 41 min. N. long. 21 deg. 24 min. W. after a chase of thirteen hours, going at times at the rate of twelve and a half knots, the corvette-built privateer Le Charles of Bourdeaux, 300 tons burden, pierced for 20 guns, carrying 12 long English 6-pounders and 8 English 18-pounder carronades, and a crew of 117 men.

Copy of a Letter from Admiral Sir Roger Curtis, *Bart. dated Nov.* 17.

"Sir,——I herewith inclose, to be laid before the Lords Commissioners of the Admiralty, a letter from Captain Grant of the Diana, reporting the sailing from Havre, and subsequent attack under the batteries of La Hogue, of the two frigates of the enemy which had been for some time blockaded in the former port by the ships under his orders: one of the enemy's frigates is on shore on the rocks of St. Vaast, where she lies on her beam-ends, and the other aground on the shoal near the fort. It would be great injustice were I not here to mention the persevering vigilance and correctness of judgment, with which, under the directions of Captain

Grant of the Diana, the blockade of these ships has been conducted, and to which their present situation is to be attributed.

"I likewise transmit a letter from Captain Malcolm of the Donegal, who, with that ship and the Revenge, joined the Diana and Niobe in attacking the second frigate, after the first was on shore."

SIR, DIANA, *at anchor off La Hogue, Nov.* 16.

I have the honour to inform you, that though the wind was strong from the N. E. and N. E. by N. on Monday evening, the 12th instant, with a very heavy sea, I thought it probable that the enemy's frigates might endeavour to push out: I therefore placed the ships in the best position I could suppose; and at half-past twelve on Tuesday morning we were fortunate enough to see, and found ourselves in shore of them: the wind having backed to N. by E. threw them considerably to windward of us, but prevented their getting round Barfleur: we were so near as to fire two broadsides at them before they got under the batteries of Marcou. At this time, Captain Loring, in the Niobe, had pushed in shore, in hopes of cutting off the sternmost ship, which he had nearly effected, but the wind blowing northward and eastward, with a heavy sea, and the flood tide about to make, we could not prevent their getting through the narrow passage on the west end of Marcou. On Tuesday forenoon they weighed, and remained under sail close under the batteries of Marcou for several hours, and in the evening got into La Hogue roads, we having been driven to the north of Barfleur by the ebb tide, the wind westerly. On Wednesday morning, I sent Captain Loring, in the Niobe, to give Captain Malcolm, in the Donegal, information of the situation of the enemy's ships, and made all sail in this ship to the anchorage off La Hogue; and, on my approaching it, had the satisfaction to see one of the enemy's frigates run on shore. I anchored at one p. m. and continued so until morning, when I perceived that the other of the enemy's frigates seemed to be in a position where she might be attacked: I weighed on the first of the flood, and made sail for her; but the enemy, on observing our intentions, weighed and went close into the shoals of St. Vaast, and immediately between the batteries of La Hogue and Tatillon. I determined, however, to go as close to her as I could, without getting on shore, in hopes something might be done; but after twice standing in close along side of her, sustaining the fire of the two batteries, together with the frigate, which by this time received considerable reinforcements of men from the shore, I found the fire so very heavy, that I saw no hope of doing any thing effectual against her.

At this time, Captain Malcolm of the Donegal arrived, with the Revenge and Niobe, and the attack was renewed by the four ships, which continued going in alternately, and made every exertion, so long as the tide would permit them to do so; and I have no doubt the frigate must have received very great injury from it. I am sure I need not tell you, how very mortified all on board the Diana and

Niobe are, that, after our anxious blockade, we have not been able to do more; but I trust you will believe, that every thing has been done that was in our power to get possession of the frigates: and it is some consolation to be able to say, that one of them is on the rocks of St. Vaast on her beam-ends, and last night fell over on her larboard side, having been before on her starboard; and the other lying apparently on the shoal near the fort, and, I trust, not in a state to go to sea for a considerable length of time. It now remains for me to say, that nothing could exceed the steady behaviour of the officers and men of the Diana; and to Mr. Rowe, the first lieutenant, I feel particularly indebted for his assistance and exertion. Captain Loring speaks in the highest terms of his officers and men, particularly Lieutenant Simpson.

I am happy to say, that though we were a long time under so heavy a fire, we have only one marine slightly wounded; but the ship has suffered very considerably in her masts, sails, hull, and rigging. Unless they dismantle the enemy's frigate, I shall continue on my present station until I have the honour to receive your orders. I have to beg your forgiveness for the length of this letter, but hope that the variety of occurrences necessary to be stated will plead my excuse.

(Signed,) CHARLES GRANT.

SIR, DONEGAL, *at St. Helen's, Nov.* 17.

On the 14th inst. being near to Barfleur, Captain Loring, of the Niobe, informed me, that two large French frigates had sailed from Havre on the night of the 12th, and had been chased into La Hogue by the Diana and Niobe. Next morning, in company with the Revenge, I joined the Diana off La Hogue, and observed one of the enemy's frigates aground near to St. Vaast (the day before she had been driven from her anchors in the gale from the southward); the other was anchored very near to the shore, between the forts of La Hogue and Tatillon: it was impossible to approach her but under the fire of her guns, and those of the two batteries, which are very considerable.

We tacked three times near to her, firing our broadsides whilst going about; the Revenge, Diana, and Niobe did the same; and it is with pleasure I inform you, that the ships were manœuvred with the greatest precision, although the shot and shells fell in abundance around them, and the guns could only be brought to bear when head to wind. At one o'clock the tide of ebb drifting us to leeward, obliged us to desist from the attack, and we anchored out of gun-shot.

Some of our rigging is cut, and a shot in the head of the main-top-mast, but otherwise our damages are not very material. The Donegal had three men wounded, and Revenge seven; two of them are since dead.

Having on board some of Colonel Congreve's rockets, in the night I sent the boats under the command of Mr. Taylor, first lieutenant of the Donegal, who fired several in the direction of the frigate. Whether from their effect, or from

the effects of our cannonade, I know not, but at daylight we observed her nearer to the shore, and aground; the other was on her beam-ends, and nearly dry at low water. As they were now perfectly protected by the batteries, it did not appear to me that any further attempt could be made to destroy them; I therefore resumed my station with the Revenge, leaving the Diana and Niobe to watch the port of La Hogue.

Captain Grant will have detailed to you the particulars respecting his own ship and the Niobe; I have only to say, that the conduct of both, whilst acting with me, was such as was to be expected from well-appointed English frigates.

One of the frigates I considered to be lost: she was first on her starboard beam-ends, and when raised by the tide, fell over on it, leaving her on her larboard side. The other must have suffered very considerably from our shot, and where she is aground is exposed to the east winds.

(Signed,) PULTENEY MALCOLM.

On the night of the 8th November, La Jeune Laure, a very fine French privateer of 14 guns and 45 men, was very gallantly attacked and carried in the Vlie stream by a party of volunteers, in three boats, from the Quebec, Captain C. Hawtayne, under the command of the first lieutenant, S. Popham, seconded by Lieutenant R. A. Yates. To do justice to the distinguished gallantry of Lieutenant Popham, the officers and men employed upon this service, it is necessary to state, that as the Quebec was running past the Vlie and Schelling in the evening, to her station off the Texel, the schooner was discovered at anchor, when Lieutenant Popham immediately offered his services to make an attempt upon her. The frigate was accordingly brought-to without the sands, in sight of the enemy, and the boats despatched. They had to pull against a very strong tide, and found the enemy fully prepared for the attack, closely surrounded with sands, on which they unfortunately grounded, and in this situation received three distinct broadsides from cannon and musketry within pistol-shot; notwithstanding which, they extricated themselves and boarded. The enemy contested the point on deck, in which the French captain, Galien Lafont, a member of the Legion of Honour, was killed in a personal contest with Lieutenant Yates. Although the action took place at half-past nine o'clock, it was not till after a long and anxious night they were enabled to beat out of the harbour, through the very intricate navigation of the passage, with the loss of one seaman killed, one drowned, and one wounded.

On the 9th November, being off the Land's End, Captain J. Tower, of the Curaçoa, discovered a man-of-war brig close in pursuit of a schooner, which the signal from the brig soon informed him was an enemy, which, after three hours' chase, Captain Tower came up with, and captured La Venus French privateer of 14 guns and 67 men. Captain Hopkins had been strenuously chasing her from daylight, and to his signals and manœuvres the capture may be attributed.

On the 16th November, Captain C. Bell, of the Phipps sloop, sailed on a cruise off the coast of France, and before twelve at night got along side a French privateer, which led him close under Calais, and so close in shore, that he was obliged, although firing grape-shot into her, to give up the chase. During the chase, two other luggers were discovered lying to windward; and Captain Bell thought, by beating up in shore of them, to escape their notice until far enough to fetch them. This charge was readily undertaken by Mr. R. Sickett, the pilot, and performed with the greatest judgment. About five o'clock in the morning, he had the satisfaction to get close to one of them, when an action commenced, which continued for a quarter of an hour, when Captain Bell perceived the enemy's determination was to run on shore; and being then in only three and a half fathoms, the only prospect of capturing her was to lay her on board, which was done; and under the fire of a broadside, Lieutenant R. Tryon, assisted by Mr. Wright, master's mate, and Mr. Geddes, boatswain, in a most daring and gallant manner headed the party of boarders, when the enemy in a few minutes surrendered. She mounted 16 guns, with 60 men, of whom 6 were killed and 11 wounded. The Phipps had 1 seaman killed, and Lieutenant Tryon severely wounded.

On the 10th December, Captain B. Harvey, of the Rosario, cruising off Dungeness, wind westerly, and blowing very hard, fell in with two of the enemy's lugger privateers, which evidently meant to board him. Knowing their superiority of sailing, Captain Harvey immediately ran the nearest one along side, and Lieutenant Dawes, with the boarders, in a short time succeeded in carrying her. They were then engaged on the starboard side with the other lugger, but which unfortunately effected her escape, owing to the Rosario having lost her jib-boom in boarding the captured one, which mounted 16 guns, and had on board 45 men. In this gallant affair the Rosario had five men wounded: the enemy had seven wounded.

Captain C. Grant, of the Diana, having chased a frigate belonging to the enemy on shore to the northward of Tatillon, in attempting to escape from La Hogue, continued to watch her with the utmost assiduity till the 24th December, when, having ascertained that she was so far embayed and protected by Tatillon and the batteries on the north side, that nothing could be done with the ship to prevent the enemy working during the falling tide to save the stores, and that the frigate was so completely bilged that there appeared little chance of saving the hull, he determined to risk the chance of the boats being able to set her on fire; which service was generally volunteered, notwithstanding she was completely under the fire of the heavy batteries, and three armed brigs lying within hail of her. Captain Grant anchored immediately after dark, and gave the charge of the boats to Lieutenant Rowe (who he knew would execute it if possible), Mr. Bean the gunner, and Mr. Noble the boatswain, who always volunteered when their services were useful. Lieutenant Sparrow went in the gig to reconnoitre, and to

prevent surprise; Mr. Knocker, master's mate, went in the cutter; and as the service required the least possible loss of time, they took no other material but two kegs of combustible matter; and though the water was nearly up to her quarter-deck, in one hour from the time the boats left the Diana, she was completely in flames. The batteries and gun-brigs immediately opened a heavy fire of round and grape, but Lieutenent Rowe fortunately effected his object without the smallest loss.

MEDITERRANEAN.

On the 4th April, whilst running down the coast of Calabria, at one p. m. being abreast of Castiglione, Captain J. Ayscough, of the Success, observed three vessels on the beach, and men loading them. As they appeared capable of carrying 150 men each, Captain Ayscough deemed it worth while to attempt their destruction; and immediately despatched the boats of the Success, manned with volunteers, under the command of Mr. G. Rose Sartorius, the third lieutenant, accompanied by the boats of the Espoir, under the command of Lieutenant R. Oliver; the Success and Espoir covering the landing. When about musket-shot from the shore, three boats swamped, having struck on a sunken reef, by which misfortune two seamen belonging to the Espoir were drowned: all their ammunition being wet, the officers and men swam to the beach, with cutlasses in their mouths, when the enemy fired upon them from two long 6-pounders and four wall-pieces: they being secreted behind the rocks, were not perceived till the boats grounded. The enemy's fire served only to increase the zeal of the party, and their perseverance so intimidated the enemy, that they deserted their guns and retreated to the houses which were near, keeping up a heavy fire of musketry from the windows; but being also dislodged from them, they retreated to the mountains. The guns were spiked, carriages destroyed, vessels set on fire, and their cargoes (which consisted of oil) stoved, when the party with difficulty launched the boats that were swamped, and returned on board. The whole of the party conducted themselves to the entire satisfaction of Captain Ayscough, but unfortunately sustained a loss of two marines killed.

Copy of a Letter from Captain G. Eyre *to Rear-Admiral* G. Martin, *dated Magnificent, April* 18.

"Sir,——Having, in my letter to Lord Collingwood of the 8th of last month, stated the principal reasons which induced General Oswald and myself to determine upon attacking the enemy in the Island of St. Maura, I have now the satisfaction to inform you of the complete success of our expedition.

"Immediately this measure was resolved upon, I sailed from Cephalonia to collect the squadron, and directed Captain Griffiths of the Leonidas to cruise to the northward of St. Maura, in order to prevent any supplies or reinforcements

being sent to Corfu; a service which was most effectually performed. On the 18th of March we were all assembled at Zante; but the Montagu, in working into the road, through the ignorance of her pilot, got upon the shoal, and knocked her rudder off, by which unfortunate accident she was prevented from accompanying us. The troops which she was intended to take being divided amongst the other ships, as also her marines, under the command of Captain Snow, and the general having done me the honour to embark on board the Magnificent, I sailed with the Belle Poule, Imogene, three gun-boats, and five transports, early on the morning of the 21st, and arrived at St. Maura the same evening. I gave directions to Captain Stephens of the Imogene to anchor as close to the shore as possible, taking the gun-boats with him, in order to cover the landing of the troops, and to silence two small batteries which were situated near the landing-place.

"The disembarkation began at daybreak the following morning, and was very expeditiously effected, under the immediate direction of Captain Brisbane. The marines belonging to the Magnificent, Montagu, and Belle Poule were landed at the same time, and attached to the army. One of the batteries fired at the Imogene, but upon a brisk return being made from her and the gun-boats, the enemy abandoned it; as he also did two other batteries, which commanded the entrance of a large lake that extends to the tower and citadel.

"The citadel of St. Maura is situated upon a low narrow neck of land, projecting into the sea, on the north-east end of the island, and though nearly surrounded by the sea, is, from its embayed position and shallowness of the water, unassailable by ships. The want of secure anchorage on that side the island obliged me to place the transports in a port six or seven miles from where the operations were to be carried on. As soon as the troops were landed, they began their march towards the town, which was given up without opposition, and taken possession of by Colonel Lowe and a body of troops: another division continued on its route towards the citadel. I thought it necessary to accompany the general, in order to facilitate such supplies and co-operations from the ships as the circumstances of the moment might make necessary. When we reached the northern shore, it was discovered that the enemy had constructed two strong redoubts upon a neck of land a considerable distance in advance of the citadel, and which it was necessary to drive him from before any thing could be undertaken against the principal work. A battery of two guns, still further in advance, the enemy had been forced to abandon by a detachment of troops under the command of Major Church. The Leonidas was then only a few miles from the shore, and the weather being fine, it was judged a favourable opportunity to make an immediate and joint attack upon the first redoubt. Captain Brisbane, who was with me, ever anxious to render himself of use, volunteered to take any orders to the Leonidas: I therefore sent directions by him to Captain Griffiths, to anchor as near the redoubt as possible, and cannonade it; which was executed with his usual prompti-

tude. The troops, at the same time, with the general at their head, advanced under a heavy fire of grape and musketry to the assault, drove the enemy from his entrenchments at the point of the bayonet, and followed him so close, that he had not time to rally at the second redoubt, but fled through it without stopping, and was pursued close to the walls of the citadel. The acquisition of these posts, which from that moment we retained possession of, was of the greatest importance to the future operations.

"Being myself wounded in the head, I was under the necessity, for a few days, of giving up the naval arrangements to Captain Brisbane, to whose zealous ardour, whatever service he is employed upon, it is impossible for me to do sufficient justice.

"On the 25th, finding myself able to give all such directions as could be necessary for the service going forward, and that it was very essential to increase the force on the north side of the island, I directed Captain Brisbane to proceed there in the Belle Poule, taking with him the Imogene and gun-boats.

"Captain Stephens had been wounded in the foot at the storming of the redoubts, but was too zealous to allow it to interfere with his personal exertions: I am sorry to say that he still suffers from it very considerably.

"Ten of the Magnificent's guns were landed, and 150 seamen, under the command of Lieutenant Astley, whose assiduous attention and activity in performing every duty entrusted to him, the general speaks of in strong terms of approbation.

"On the 30th, the Montagu joined me. Captain Mowbray, by the greatest exertions, had re-hung his rudder at Zante, and lost not a moment afterwards in following us. On her arrival, two of her lower-deck guns were landed, and 100 of her seamen, to do duty on shore. I at the same time directed Captain Mowbray to superintend all the operations that were going forward, that no assistance which the ships could give might be omitted. On the 7th of April, I left the transports under the care of the Montagu, and proceeded to the opposite side of the island, where our batteries opened the following morning. The seamen of the Magnificent, in consequence of the ship going to sea, were withdrawn from the shore, and an additional number sent from the Montagu, the whole being then under the command of Lieutenant Lyons of that ship.

"The only way the citadel could be approached with cannon being by a narrow neck of land, and which is composed principally of loose gravel thrown up by the sea, the difficulties in erecting our batteries had been very great; but the ardour and energies of the soldiers and sailors, animated in every danger and every fatigue by the continual presence of General Oswald, rose in proportion as the obstacles presented themselves. Captains Brisbane and Griffiths, with the masters of their ships, took great pains to sound about the citadel, but it was found impracticable to carry the ships nearer than a mile. On the 5th, the Kingfisher joined us from Malta; and information having been received that the enemy had

made great preparations at Corfu and Perga to throw supplies into St. Maura, I directed Captain Tritton to keep under weigh at a short distance in the offing, and Captain Stephens to anchor in the Imogene, just out of gun-shot of the enemy's works. The vigilant attention paid by those officers to that important piece of duty is highly creditable to them, and, I believe, not a boat made its way. The citadel kept up a spirited fire till the night of the 15th, when a detachment of troops, under the command of Colonel Moore, drove the enemy from an advanced entrenchment, and lodged itself in their place. A very heavy fire of grape and musketry continued for many hours, but the enemy finding that the British troops were immoveable, and that his own men were picked off in the embrasures, he sent a flag of truce to propose terms of capitulation. Captain Mowbray and Colonel Lowe were authorized by the general and myself to treat with the governor. In a short time terms were agreed upon, and that night the gates put into our possession.

"It is a great pleasure to me, sir, to represent to you the flattering terms in which the general speaks of the uninterrupted good conduct of the seamen and marines employed on shore during this siege, and which is so creditable to the officers that were with them; and though the part which the ships could take, from the peculiar situation of the place, was very limited, yet I am sure you would readily believe, from the known character of the captains I had the honour to have under my command, that the greatest zeal and anxiety were shewn by them to do every thing that was possible. The assistance I received from Captain Mowbray, and his unremitting attention to every piece of duty that was going forward, demand my warmest acknowledgments. To Lieutenant Elphick, the first lieutenant of the Magnificent, a very gallant and zealous officer, I am much indebted, for his attention and assiduity at a time when I was unable to exert myself as usual; and it would be injustice if I omitted to mention the readiness and alacrity shewn by Lieutenant Bussell, agent of transports, in attending any duty which was required of him when the lieutenants of the Magnificent were employed on shore."

A Return *of* Officers *and* Men *killed and wounded at the Siege of St. Maura, between the 21st of March and the 16th of April.*

Magnificent, 3 killed, 9 wounded; Montagu, 4 killed, 21 wounded; Belle Poule, 6 wounded; Leonidas, 2 wounded; and Imogene, 1 wounded.

Captain M. Maxwell, commander of the Alceste, having chased several vessels into the bay of Agaye, which is protected by two batteries, one on each side the entrance, determined, after a good reconnoitre, to attempt carrying them by storm, as their height gave them too great an advantage over the ship. On the night of the 22d, two strong parties were landed; and the one on the right of the bay having to march through a very thick wood, to get in the rear of the fort,

Painted by Whitcombe.

Engraved by Bartlett

were attacked in the midst of it by one of the enemy's picquets, when the marines, under Lieutenants Lloyd and Hawkey, opened a fire that very soon dislodged them; but, unfortunately, the guide taking the advantage of the firing, went off and left the party, which compelled Mr. Wilson, the senior lieutenant, to relinquish the enterprise, and to re-embark the people, which he effected without the smallest loss. The party on the left, under Mr. Henry Bell, the master, were so fortunate as to get close in the rear of their battery undiscovered, which they attacked and carried in the most spirited manner, spiked the guns (two 24-pounders), broke their carriages, destroyed their magazines, and threw the shot into the sea; but, as the other side had failed, were obliged to come off without any of the vessels; which Captain Maxwell continued to watch, but finding they would not move whilst the Alceste was kept close in, on the night of the 25th of May he sent the barge and yawl, under Mr. Bell, accompanied by Mr. Day, master's mate, and Mr. Adair, midshipman, to lie in a little cove which was discovered near the harbour's mouth, whilst the ship stood some distance in the offing. The Frenchmen, though noted for cunning, swallowed the bait, and came out on the following morning quite boldly; when our two boats, armed with a 12-pound carronade and a 4-pound field-piece, made their unexpected appearance among them: they captured four feluccas, two of which were armed, one with six and the other with four guns, besides small arms; drove two upon the rocks, and the rest back into the harbour, though completely exposed to the fire of the batteries, a great number of soldiers upon the beach, and two armed vessels, besides those taken that were in the convoy. Every person engaged in this affair conducted himself with the greatest bravery. After Mr. Bell and Mr. Day had boarded and carried the vessels, Mr. Adair, with only two or three men in the barge, made such excellent use of the carronade, that their retreat was covered, and the prizes brought out, without a man being hurt on our side.

Copy of a Letter from Captain J. BRENTON *to Admiral Sir* C. COTTON, *dated Spartan, May 3.*

"SIR,——On the 1st instant, his Majesty's ships Spartan and Success chased the French squadron, consisting of one frigate of 42 guns and 350 men, one corvette of 28 guns and 260 men, one brig of 8 guns and 98 men, and one cutter of 10 guns and 80 men: they succeeded in getting into the mole of Naples, favoured by light and partial breezes. As I was sensible they would never leave that place of refuge whilst two British frigates were in the bay, I directed Captain Ayscough to remain on my rendezvous, from five to ten leagues south-west of the Island of Capri, continuing with the Spartan in the bay of Naples.

"At daylight this morning we had the pleasure of seeing the enemy's squadron, as before mentioned, reinforced by eight gun-boats, standing towards us in a close line. The action began at fifty-six minutes after seven with the enemy's frigate,

exchanging broadsides when within pistol-shot, passing along their line, and cutting off their cutter and gun-boats from the body of the squadron. The enemy was under the necessity of wearing to renew his junction, but was prevented by the Spartan taking her station on their weather beam: a close and obstinate contest ensued; light and variable winds lead us near the batteries of Baiæ, the enemy's frigate making all sail to take advantage of their shelter. The crippled state of the Spartan not allowing her to follow, we bore up, raking the frigate and corvette as we passed them, and succeeded in cutting off the brig. The corvette having lost her fore-top-mast, effected her escape with the assistance of the gun-boats: the latter had, during the action, galled us severely, by lying on our quarter; and the severity of our loss, having 10 killed and 19 wounded, may, in some measure, be attributed to this circumstance.

"I was myself wounded about the middle of the action, which lasted two hours; but my place was most ably supplied by Mr. Willis, my first lieutenant, whose merit becomes more brilliant by every opportunity he has of shewing it: he is, without exception, one of the best and most gallant officers I ever met with. To Lieutenants Baumgardt and Bourne I feel equally indebted, for their exemplary conduct and gallantry. Captain Hoste of the royal engineers had been sent with me, for the purpose of reconnoitring the enemy's positions on the coast: upon this occasion I requested him to take the command of the quarter-deck guns, foreseeing that the whole attention of the first lieutenant and myself would be required in manœuvring the ship during the variety of service we were likely to expect. His conduct was truly worthy of the relationship he bears to my distinguished friend, Captain Hoste of the Amphion.

"The intrepidity and judgment of Mr. Slenner, the master, was also very conspicuous; nor must I forget Mr. Durin, the purser, who took charge of a division of guns on the main-deck in place of their officer, absent in a prize with 18 men (which reduced our number to 258 at the commencement of the action), where he displayed the greatest gallantry. The warmest praise is also due to Lieutenants Fegan and Fotterell of the royal marines, whose conduct was truly deserving of admiration. The warrant and petty officers and ship's company evinced a degree of enthusiasm that assured me of success at the earliest period of the action.

"To the light and fluctuating winds, and to the enemy being so near their own shores, which are lined with batteries, they are indebted for the safety of their whole squadron, which, at a greater distance from the shore, I do not hesitate in saying, must have fallen into our hands.

"Among the killed we have to regret the loss of Mr. Robson, the master's mate, a young man of great promise."

List *of the Enemy's Squadron engaged by the Spartan.*

Ceres, 42 guns and 350 men; severely crippled; escaped under the batteries.

Fame, 28 guns and 260 men; lost her fore-top-mast; ditto.

Painted by Whitcombe

Engraved by J. Sutherland

CAPTURE OF LE SPARVIERE, May 5th 1810.

Le Sparviere, 8 guns and 98 men; captured.
Achilles, 10 guns and 80 men; escaped under the batteries.
Eight gun-boats, each with one 24-pounder and 40 men; escaped.

Copy of a Letter from Captain HOSTE *to Sir* C. COTTON, *dated Amphion, June* 29.

"SIR,——A convoy of several vessels from Trieste was chased into the harbour of Grao by the boats of the Amphion yesterday morning, and the officer (Lieutenant Slaughter), on his return, reported that they were laden with naval stores for the arsenal of Venice. As the Italian government is making great exertions at the present moment to fit out their marine at that port, the capture of this convoy became an object of importance; and I was the more induced to attempt it, as its protection, it was said, consisted only in 25 soldiers, stationed at Grao, an open town in the Friuli. The sequel will shew that we were both deceived as to the number of the garrison and the strength of the place; and if I should enter too much into detail in relating to you the circumstances attending its capture, I trust, sir, you will consider it on my part as only an anxious desire to do justice to the gallant exertions of those who were employed on the occasion.

"The shoals of Grao prevent the near approach of shipping of burden: the capture of the convoy, therefore, was necessarily confined to boat-service; and I telegraphed his Majesty's ships Cerberus and Active, on the evening of the 28th, that their boats and marines should assemble along side the Amphion by twelve o'clock that night. It fell calm in the early part of the evening, and conceiving, from our distance from Grao, that the boats of the Active (which was considerably in the offing) would not arrive in time, I wrote to Captain Gordon to request they might be sent immediately: I mention this, as it will account why that ship's boats were not in the station assigned them in the attack, and that no possible blame can be imputed to the officers and men employed in them for their not being present, as the distance alone prevented them. Captain Whitby of the Cerberus very handsomely volunteered his services on this occasion; but I considered it as a fair opportunity for my second lieutenant, Slaughter (the first lieutenant being absent, having been detached on other service in the barge the day before,) to distinguish himself, and he has in every way fully justified the confidence I had in him.

"The convoy was moored in a river above the town of Grao, and it was absolutely necessary to be first in possession of it: the defences of the town were two old castles, almost in ruins, with loop-holes for musketry, and a deep ditch in their front, extending from one castle to the other. The boats from the Amphion and Cerberus put off from the ship about forty minutes past eleven; and the marines of both ships, under Lieutenants Moore and Brattle of the marines, and Lieutenant Dickinson of the Cerberus, the whole under the command of Lieutenant Slaughter, landed without musket-shot to the right of the town before

daylight, and instantly advanced to the attack; the launches with carronades under Lieutenant O'Brien, third of the Amphion. It had been intended that the Amphion's and Active's should have landed to the right of the town, and the Cerberus's to the left, but the former boats not arriving, Lieutenant Slaughter very properly took the Cerberus's with him, and left the gig to direct the Active's to the left: of course they had much further to row, and, much to the regret of all, did not get on shore till after the place was taken. A very heavy firing commenced about the dawn of day: the enemy, considerably stronger than was imagined, and assisted by a numerous peasantry, kept up a very destructive fire on our men whilst advancing, who purposely retired a little to the left, taking shelter under some hillocks, and what the unevenness of the ground afforded; they were followed by the French troops, who, conceiving this to be a retreat on the boats, quitted their advantageous position, and charged with the bayonet. It no longer became a contest to be decided by musketry: they were received with the steadiness and bravery inherent in Englishmen; both officers and men were personally engaged hand to hand, and out of the number killed of the enemy in this encounter, eight were bayonet wounds, which will convince you, sir, of the nature of the attack. A struggle of this kind could not last long, and the French troops endeavoured, in great confusion, to regain their former position: they were closely pursued, and charged in their turn, which decided the business, and the whole detachment of the enemy, consisting of a lieutenant, sergeant, and 38 privates of the 81st regiment (all Frenchmen) were made prisoners, leaving our brave men in possession of the town, and twenty-five vessels laden with stores and merchandise. The Active's boats landed at this moment to the left, and her marines, under Lieutenant Foley, were of great use in completely securing the advantages gained. Every exertion was now made to get the convoy out of the river; but it being almost low water, it was late in the evening before they could be got afloat, and much labour and fatigue was occasioned, being obliged to shift the cargoes into smaller vessels to get them over the bar.

"About eleven o'clock in the forenoon, an attack was made on the town by a party of French troops coming from Maran, a village in the interior: the force nearest them, under Lieutenants Slaughter, Moore, and Mears of the Active, instantly attacked, assisted by the launches in the river; and the enemy finding all resistance vain, threw down their arms and surrendered. In this latter business, a lieutenant and 22 men of the 5th regt. of light infantry (all French troops) were made prisoners. The same intrepidity which had ensured success before, was equally conspicuous on this second occasion. About seven in the evening I had the satisfaction of seeing the whole detachment coming off to the squadron, which I had anchored about four miles from the town directly the wind allowed, and every thing was secured by eight o'clock.

"A service of this nature has not been performed without loss, but every thing

considered, it falls short of what might have been expected from the obstinate resistance met with. Lieutenant Brattle of the royal marines, of the Cerberus, is severely wounded in the thigh, but will, I trust, recover: he has, with every officer and man in the party, distinguished himself greatly. No credit can attach itself to me, sir, for the success of this enterprise, but I hope I may be allowed to point out those to whose gallant exertions it is owing; nor can I sufficiently express my thanks to the commanding lieutenant, Slaughter, who has on this, and on many other occasions before, given proofs of his courage and conduct, which merit every encouragement, and I beg leave to recommend him in the strongest terms to your consideration. He expresses himself in the handsomest manner of Lieutenants Dickinson of the Cerberus, and Moore and Brattle of the marines, and of every petty officer and man employed.

"It is hard to particularize where all distinguished themselves, but the conduct of Lieutenant Moore, who commanded the marines (till the Active's landed), is spoken of in such high terms by all, that I feel it a duty to mention him, and I do it in that confidence of his worth, which his exemplary behaviour during five years' service together as long ensured him. Opportunities do not often occur where officers are personally engaged, but in the one I have endeavoured to describe, the commanding lieutenant and his two gallant associates (Moore and Dickinson) owe their lives to their own individual bravery and strength: indeed, the conduct of every one employed merits the warmest encomiums, and I regret that I cannot have it in my power to particularize them.

"The vessels captured are chiefly laden with steel, iron, and merchandise. The prisoners in all are, 2 lieutenants, 2 sergeants, and 56 privates of the 5th and 81st regiments, which composed part of General Marmont's army, and distinguished themselves in the late war with Austria at the battle of Wagram.

"I forward the returns of officers employed on this service, with the vessels captured. Of the killed and wounded, I have to regret four valuable marines amongst the former."

List *of* Officers *employed in the Boats and on Shore in the Attack on the Town of Grao, June* 29.

Amphion.—Lieutenant William Slaughter; Lieutenant Denis O'Brien; Lieutenant Thomas Moore of the royal marines; Mr. Joseph Gape, midshipman; Mr. Charles H. Ross, master's mate; Mr. Thomas Edward Hoste, midshipman; Mr. Charles Bruce, midshipman; Mr. Cornwallis Paley, midshipman; Mr. James Leonard Few, schoolmaster; and Mr. Samuel Jeffery, volunteer.

Cerberus.—James Dickinson, lieutenant; Jeremiah Brattle, lieutenant of the royal marines; John Johnson, gunner; John Miller, midshipman; John Farenden, midshipman; Joseph Stoney, midshipman; George Fowler, midshipman; William Sherwood, midshipman; and Lewis Rollier, midshipman.

British Loss.—Amphion, 4 marines killed; 1 marine and 3 seamen wounded. Cerberus, Lieutenant Brattle, R. M. and 4 privates wounded.

Enemy's Loss.—10 Killed and 8 wounded.

List *of the* Enemy's Vessels *captured and destroyed, June* 29.

Burned in the river, not being able to get them over the bar, 11.

Brought out, and sent to Lissa with cargoes, 5.

Small trading vessels, loaded from the large vessels, burned, 14 or 15.

Copy of a Letter from Captain Blackwood *to Sir* C. Cotton, *dated Warspite, off Toulon, July* 20.

"Sir,——In a former letter I did myself the honour to acquaint you of the enemy having twice come out in great force, and failing in an attempt to detach a store-ship to the eastward, and liberate a frigate in Bandol, where we had forced her to take refuge. This morning they again came out with six sail of the line, one of them of three decks, bearing the commander in chief's flag, and four frigates; and as the weather was light and variable, I found it impossible to prevent the junction of the frigate in Bandol: I therefore endeavoured to collect the squadron, and place ourselves without the enemy in as good a posture of defence as I could; but owing to the situation of the Euryalus and Sheerwater, who were obliged to cross their headmost ships, and the wind rather failing them, whilst the enemy preserved it so entirely as to render the capture of the Sheerwater certain, if not the Euryalus, it became a matter imperatively necessary that I should risk an action, though at the door of the enemy, and with a force so superior; a step which, without such an object, I should not have considered myself authorized in taking, particularly as you had been unavoidably blown off, and out of sight, by the late heavy gales. I therefore brought-to, with the Conqueror and Ajax astern of me, in such a position as evinced my determination to protect the frigate and brig; and I am happy to inform you, that the result has proved as creditable to the British flag as I could have wished or expected: for although the enemy appeared equally as decided to endeavour to cut them off as we were to defend them, the moment they came within reach of our fire they hauled up in succession, their headmost ships giving us their broadsides, and then tacked; in which we followed their example by also tacking, a movement for which I am entirely indebted to Captain Otway's promptitude and good judgment, who being the sternmost ship in our line, and perceiving the enemy began to retreat, became the more anxious to endeavour to disable them; when, after a few more shots passing, and we had some time previous to this movement secured the retreat of the Euryalus and Sheerwater, and the wind rather failing us, we wore, and stood a little away to the southward, which the enemy most politely permitted us to do unhurt and unmolested, at a time too when they had it fully in their power to bring us to a decisive action, and under circumstances as highly advantageous to them

as they were the reverse to us: their conduct, therefore, puts in a flattering and clear point of view the respect in which they hold the British navy; and from the determined conduct of the squadron you did me the honour to place under my command, I am fully persuaded, that had the ambition of the enemy permitted him to make a bolder attack, the result would have been still more honourable to his Majesty's arms; and I trust it cannot escape your notice, that although the disparity of force was conspicuously encouraging to the enemy, yet from the moment that the situation of the Euryalus and Sheerwater became doubtful, and for a long time after, we never declined an action, but, on the contrary, lay-to to receive them for more than an hour and a half.

"I have now, sir, to perform a task most grateful to my feelings, which is that of reporting to you, that in proportion as difficulties and dangers presented themselves, the patient, active, and undaunted conduct of the squadron was such as to merit my warmest approbation; and I feel most particularly sensible of the exertions of Captains Otway and Fellowes in preserving such compact order, which evidently determined the enemy from making a further attack. The Hon. Captain Dundas of the Euryalus, and Captain Sibley in the Sheerwater, situated as they were, did every thing I could either wish or expect: the latter I despatched by signal to apprise you of our situation.

"To the officers and crew of this ship I shall ever feel much indebted for their steady and active conduct, but particularly to Lieutenant Colloway, from whose judgment, zeal, and activity, as well as that of Mr. Bowen, the master, I derived a most essential aid. Captains Otway and Fellowes have also reported to me, that the same coolness and activity manifested itself in all ranks in their respective ships; and that they feel equally sensible of the assistance they received from their first lieutenants, Messrs. Lowry and Fitzmaurice."

Copy of a Letter from Captain G. G. WALDEGRAVE *to Rear-Admiral* G. MARTIN, *dated Thames, July 26.*

"SIR,——A convoy of thirty-one vessels, laden with stores and provisions for Murat's army at Scylla, together with seven large gun-boats and five scampavias protecting them, have wholly fallen into our hands. This is an event of such importance at the present moment, and the circumstances attending the capture so highly honourable to the officers and men employed on this service, that I hope I may be allowed to detail the particulars.

"At daylight yesterday morning, standing along the coast with the Pilot, I saw the Weazle off Amanthea, with the signal for a convoy in that direction. The enemy, on seeing us, hauled the vessels high upon the beach under the town, where they were flanked by two small batteries, while the gun-boats and scampavias were drawn up in a line for their protection. Being nearly calm, it was two before we formed this ship and the two brigs in a close line; then running along

within grape, we drove the enemy from their vessels, and then anchored. Captain Prescott shewed the example of pushing off with his boats; I instantly supported him with ours and the Pilot's, under the orders of Lieutenant Collier, first of this ship. The marines were landed under Lieutenant Macadam of the royal marines, to cover the seamen launching the vessels, the ships all the time firing on the batteries, and wherever musketry was collected to oppose the party on shore; for the enemy had not only thrown up an embankment outside the vessels to prevent our getting them off, but also one within them, to afford shelter for the numerous troops collected, who, when driven from these entrenchments, still annoyed us greatly from the walls of the town.

"At length every difficulty was surmounted, and by six all the vessels were brought off, except one laden with bread, which was burned: if we have not now possession of her, and the others destroyed as per list, it is only from her having been too much shattered by our destructive fire to float.

"By the result of this successful attack, you will judge better than from any thing I could add, what must have been the conduct of every individual. Gratified as I feel at an opportunity of testifying the gallantry and zeal of Captains Prescott and Nicholas, and Lieutenant Collier, together with all the officers and crews of the ships (more particularly those in the boats), for their sakes I cannot help regretting it should not have fallen to their lot to have been under the command of one, whose testimony would have greater weight in ensuring them that applause and reward to which such conduct so justly entitles them."

A List *of* Officers *employed in the Boats on the above occasion.*

Thames.—First Lieutenant Edward Collier; Second Lieutenant Francis Molesworth; Lieutenant Macadam, royal marines; Messrs. Liddon, Wyvell, Veal, Murray, Hon. Trefusis Cornwall, and Wilkinson, midshipmen; Mr. Mullins, boatswain; and Mr. Beckett, carpenter.

Weazle.—Captain Prescott; Lieutenant Davis; Mr. Cayme, master; Messrs. Holmes and Golding, midshipmen.

Pilot.—Lieutenants Annesley and Penruddock; Mr. Thomas Herbert, boatswain; and Mr. Leigh, master's mate.

Armed Vessels and Transports taken and destroyed.

6 Gun-boats, 3 armed vessels, and 28 transports, taken.

1 Gun-boat, 2 armed vessels, and 3 transports, destroyed.

On the 4th November, Captain W. Stewart, commander of the Blossom sloop, being off Cape Sicie, observed in the S.E. a lateen zebec, to which he immediately gave chase, and neared her. At four p.m. it fell nearly a calm, being then about two miles apart, when he detached the yawl and cutter, manned and armed, to reconnoitre her, strictly charging the senior officer not to risk the life of a man, should he find her armed and disposed to make obstinate resistance. On the boats

approaching her, she fired at them: the first shot killed Mr. Samuel Davies, first lieutenant, an old and excellent officer. In the yawl was Mr. John Marshall, an enterprising midshipman, who, with Mr. Richard Hambly, master's mate, commanding the cutter, boarded her at the same moment, and, with a determined courage that reflects credit on them and the boats' crews, carried her sword in hand, although her deck was filled with 59 men. She proved to be Le César French privateer, of Barcelona, three days out. In her last cruise she had captured the Catherine brig of Plymouth, laden with wine from Tarragona to Brazil. In the execution of this service, the boats had 4 men killed and 9 wounded; the enemy 4 killed and 10 wounded.

Copy of a Letter from Captain T. Rogers *to Sir* C. Cotton, *dated Kent, off Palamos, Dec.* 15.

"Sir,——Just as I had closed my letter to you of the 12th inst. the Cambrian hove in sight, which immediately determined me to attempt the destruction of the convoy at Palamos. I had great reliance in Captain Fane's knowledge of the place; and as the reinforcement the French had received in Catalonia gave me no hope of assistance from General O'Donnell, who had full occupation for his troops, I felt that I should be deficient in my duty if I did not employ the means in my power with energy, to effect the important service of depriving Barcelona and the French army of the supplies which this convoy would convey to them. I gave it, sir, every consideration with the anxiety natural to responsibility, and the more I reflected, the more my mind was fortified with hopes of success. I therefore formed my plan, and Captain Fane did me the favour to volunteer the command of 350 seamen, 250 marines, and two field-pieces, selected from the ships under my command, and well appointed for this desirable service. The enemy's vessels lay in the mole, and consisted of a very fine new national ketch, mounting 14 guns, with 60 men, two zebecs of 3 guns each and 30 men, and there were eight merchant-vessels under their convoy, all laden with provisions for Barcelona: they were protected by two 24-pounders, one in a battery which stood high over the mole, and the other, with a 13-inch mortar, in a battery on a very commanding height; there were also, from the information I received, about 250 soldiers in the town.

"From light winds, it was near one o'clock in the afternoon of the 13th before the ships could get far enough into the bay to put the men on shore, and they were soon after landed on the beach in the finest order, under cover of the Sparrowhawk and Minstrel sloops, without harm, the enemy having posted themselves in the town, supposing we should be injudicious enough to go into the mole without dislodging them: soon after, our men moved forward to take the town and batteries in the rear; the enemy withdrew to a windmill on a hill, where they remained almost quiet spectators of our people taking possession of the batteries

and the vessels in the mole. The mortar was spiked, and the cannon thrown down the heights into the sea; the magazine blown up; the whole of the vessels burned and totally destroyed, save two, which were brought out: in short, the object had succeeded to admiration, and at this time with the loss of no more than four or five men from occasional skirmishing; but I am sorry to relate, that in withdrawing our post from a hill, which we occupied to keep the enemy in check until the batteries and vessels were destroyed, I fear that our people retired with some disorder, which encouraged the enemy, who had received a reinforcement from St. Felice, to advance upon them; and by some unhappy fatality, instead of directing their retreat upon the beach, where the Sparrowhawk and Minstrel lay, to cover their embarkation, the brave but thoughtless and unfortunate men came through the town down to the mole: the enemy immediately occupied the walls and houses, from which they kept up a severe fire upon the boats crowded with men, and dastardly fired upon and killed several who had been left on the mole, and were endeavouring to swim to the boats. Nothing could exceed the good conduct of Captain Pringle of the Sparrowhawk, Captain Campbell of the Minstrel, and Lieutenant Conolly, first of the Cambrian (who commanded that ship in the absence of Captain Fane), both in the landing and withdrawing the men, and the officers in the launches with carronades, and the two mortar-boats of the Cambrian; indeed, the officers and men of all the boats distinguished themselves above all praise, in going to the mole to bring off the men who had been left behind. In performing this arduous service they suffered much, but I had the satisfaction to perceive the fire of the carronades and mortars upon the enemy was very destructive.

"I feel a delicacy in noticing the exertions and gallantry of an individual, where most appear to have an equal claim, but it is due to Mr. George Godfrey, my first lieutenant, whose exertions, both on shore and in the boats in bringing off the men, were conspicuous.

"Unfortunately, Captain Fane, as I am informed, was at the mole giving directions to destroy the vessels, when our men were withdrawn from the post on the hill: he remained there with firmness to the last, and is among the missing, but I have received a satisfactory account that he is well.

"I feel, sir, with unfeigned grief, that our loss has been severe, as you will see by the inclosed return; but had it not been for the indiscretion of the people straggling from their post, and coming into the town, contrary to my caution, the enemy would not have dared to approach them, and the loss would have been very inconsiderable, compared with the importance of the service performed. The French had entered Catalonia with an army of 10,000 men, with little means of subsistence; and as I was ordered to this coast for the express purpose of depriving the enemy of their expected supplies, I considered that some energy and enterprise were necessary to accomplish it: the force I employed was fully adequate to

this service, and I confided the execution of it to an officer of reputation: I therefore cannot reproach myself, as my conduct would have been censured if I had not undertaken it, although I must ever deeply regret the severe loss."

RETURN *of killed, wounded, and missing in destroying the Enemy's Convoy at Palamos, Dec.* 13.

Kent.—3 Seamen and 7 marines killed; 7 officers, 12 seamen, and 19 marines wounded; 1 officer, 11 seamen, and 21 marines missing; 1 seaman deserted.

Ajax.—11 Seamen and 4 marines killed; 3 officers, 12 seamen, and 6 marines wounded; 19 seamen and 18 marines missing.

Cambrian.—2 Officers, 3 seamen, and 1 marine killed; 3 officers, 12 seamen, and 7 marines wounded; 1 officer, 11 seamen, and 4 marines missing.

Sparrowhawk.—1 Seaman killed; 1 officer and 2 seamen wounded.

Minstrel.—1 Seaman killed; 1 officer and 4 seamen wounded.

Total, 33 killed, 89 wounded, 86 missing, and 1 deserted.

HALIFAX.

On the 11th of February, Lieutenant P. Proctor, commander of the Thistle schooner, hove in sight of a ship, which, upon being chased, manœuvred suspiciously, which only increased the anxiety of Lieutenant Proctor to get along side. After a chase of seven hours and a half, the superior sailing of the Thistle brought her within range, when the enemy hoisted Dutch colours, and attempted to run her down. Lieutenant Proctor perceiving the intention of the enemy, prepared to receive him, and avoiding his bows, engaged him so closely, and with such effect, that in the course of an hour he made sail, and endeavoured to escape before the wind, which brought on a running fight of four hours, when the Batavian flag was hauled down. On taking possession, she proved to be De Havik Dutch national vessel, pierced for 18 guns, 10 mounted, and 52 men, having on board the Dutch Admiral Buyskes, with his suite, late lieutenant-governor and commander in chief at Batavia, from that island, bound to New-York, and partly laden with spices and indigo. One man on board the enemy was killed, the admiral and seven men badly wounded. The loss on board the Thistle was one marine killed, Lieutenant Proctor and six men wounded. At an early part of the action, the Thistle had three of her carronades dismounted; but the gallant conduct of every one on board readily replaced this damage, bravely emulating each other in supporting the superiority of the British flag.

LEEWARD ISLANDS.

Captain F. Stanfell, commander of the Scorpion sloop, having received directions from Captain V. V. Ballard to attempt to bring out a brig from the anchorage off Basseterre, on the 12th January, after having made the necessary arrangements, stood close in to fully ascertain her exact position, when a square-rigged

vessel was discovered under all sail, just clearing the point of the bay, and, from the strongest suspicion, was instantly chased by the Scorpion. It falling nearly calm, after using the sweeps for four hours, under all the variety of weather incident to the lee side of Guadaloupe, Captain Stanfell was fortunately enabled to close within pistol-shot, and after an action of two hours, completely unrigged the enemy, and obtained full possession of the French national brig L'Oreste, of 14 24-pounders, 2 long 12's, and a complement of 130 men, commanded by M. Monnier, lieutenant de vaisseau, and member of the Legion of Honour: had left Basseterre that evening for France. During the whole contest, in which they had to keep in check a battery, Captain Stanfell, Lieutenants Blake and Strong, Mr. Slater the master, with the whole of the crew, displayed the greatest zeal, coolness, and intrepidity.

Copy of a Letter from Sir A. COCHRANE, *dated Pompée, Feb.* 8.

SIR,——Having on the 10th of January left the charge of the blockade of the Island of Guadaloupe to the senior captain then present, I proceeded to Fort Royal bay, Martinique, where I arrived on the following night; and upon consulting with his Excellency Lieutenant-General Beckwith, the commander of the forces, no time was lost in embarking the artillery and stores, and in sending the ships of war to collect the troops from the several islands and colonies in this command, intended to be employed in the attack of Guadaloupe, all of which I directed to rendezvous in Prince Rupert's bay, Dominica.

On the 22d of January, our arrangements being completed, and the lieutenant-general, with his staff, embarked on board this ship, together with Major-General Hislop, Brigadier-General Harcourt, and all the heads of departments, we proceeded, with several transports and hired armed vessels, to the rendezvous, where, on my arrival on the 24th, I had the pleasure to see all the ships assembled, or in sight of the anchorage, with the exception of three or four transports having troops on board, which I, however, sent out frigates to tow in, and they all met us at Guadaloupe in time to give their assistance.

The army being divided into two divisions and a reserve, I ordered Commodore Ballard of the Sceptre, about eight o'clock on the 26th, to go on to the Saintes with the second division, commanded by Brigadier-General Harcourt, to arrange there for the debarkation. As soon as the second division had left Prince Rupert's bay, I ordered the first to get under weigh, and follow the Pompée; and about noon of the 27th we anchored off Gosier, Guadaloupe, where, having hoisted out all the boats, the troops of this division, under the command of Major-General Hislop, and under the immediate superintendence of the commander of the forces, left the ships about four o'clock in the morning of the 28th, and proceeded, under the orders of Commodore Fahie, to the village of St. Mary, where they landed without opposition at nine, and soon after moved onwards to Capesterre, in the road to Trois Rivieres.

While this division was advancing, I sent directions to Commodore Ballard to get under weigh from the Saintes with his division, to draw the enemy's attention by a feint upon Trois Rivieres, by which the enemy was deterred from opposing the progress of the troops through the difficult pass of Trochien; and after the close of the day, he was ordered to land the troops to the northward of Basseterre, which he effected, without opposition, about three leagues distant from the town, when they marched in a direction for the enemy's right. I followed along the shore in this ship the route of the principal division, which enabled me to keep up a constant communication with Sir George Beckwith, and about noon anchored in the bay of Trois Rivieres, the enemy having evacuated all his batteries as the army advanced.

On the 2d February, five days' provisions having been prepared for the troops, they proceeded on to the heights of Palmiste, and the shipping anchored again about two miles to the northward of Basseterre. At half-past six o'clock in the afternoon, on my appearing off the town, the chiefs of the provisional government sent off a flag of truce, to implore safety for themselves and the town; to which I replied, by assuring the inhabitants that their persons and property should be protected and held inviolable, provided they gave up the forts which commanded the town: but on their sending off a second time to say, that they had no power or controul over the troops garrisoning them, and that there were only peaceable and defenceless inhabitants in Basseterre, I forbore to fire on the forts, for fear of injuring the town; but on the following day, at two o'clock, I sent Commodore Fahie with detachments of marines from all the ships, to march in and take possession of it, and to guard all the avenues leading to the forts, so as to keep the enemy's troops in them in check, which service was performed greatly to my satisfaction.

In the forenoon of this day (the 3d), we saw from the ships Brigadier-General Harcourt's division warmly engaged with the enemy, who was beaten back with considerable loss; and in the evening, the reserve, under Brigadier-General Wale, having turned and beat the enemy's left in the mountains above Matauba, and gained this most important pass, it alarmed him so much, and also being astonished by the vigour of the attacks of the British troops on each side, he, on the following morning, hoisted flags of truce in all his positions, and the Captain-General Ernouf sent his aide de-camp with proposals for the surrender of the island. In consequence of this, I immediately proceeded to the head-quarters of the British camp, and it was agreed that commissioners should meet at ten o'clock on the 5th, to settle the terms of capitulation. Brigadier-General Harcourt and Commodore Ballard were named for the purpose by the commander of the forces and myself, and Colonel Faujas and Lieutenant-Colonel D'Alvymare were named on the part of the French, and the terms agreed on were ratified the next morning at eight o'clock. I have the honour to inclose a copy of them; and congratulate the Lords

Commissioners of the Admiralty on the accomplishment of this important conquest, achieved, in the short space of eight days from the time of debarkation, by the skill and valour of the army.

From the nature of the service, the seamen could not be much employed in actual fight with the enemy; but their exertions in conveying howitzers, field-pieces, ammunition, provisions, &c. to the troops, deserve my reporting them to their lordships in terms of the highest encomium.

Commodore Ballard, and Captains Stanfell, Elliott, and Flinn, with detachments of seamen, were attached to the second division of the army; and Commodore Fahie, and Captains Dilkes and Dowers, to the first division, with all of whom the general is highly satisfied, as he is with the marines landed under Captain Abbot (who is slightly wounded), belonging to this ship. I am also much indebted to Captains Watson and Vashon Ballard, and the other officers employed, for their great exertions, as well as to Captain Kempt, the principal agent for transports; and it is with peculiar pleasure I have again to report to their lordships, the cordiality which has uninterruptedly obtained between the two services during the whole of this expedition.

I send herewith all the reports and returns I have been able to collect. The only loss I have yet heard of in the squadron is Lieutenant Elliot of the Sceptre, killed by a cannon-shot in the advanced battery, where he was a volunteer.

I have entrusted this despatch to Captain Stanfell, commander of his Majesty's sloop Scorpion, who has been actively employed on this service, and will consequently be able to give such further particulars as their lordships may require; and I take leave to mention him as an officer whose zeal and merit entitle him to their lordships' protection. (Signed,) A. COCHRANE.

[By the articles of capitulation alluded to above, the garrison were to have the honours of war, and to be sent to England as prisoners of war, until regularly exchanged. The forts to be delivered up as soon as the articles were signed. Four months to be allowed the French administration to settle their accounts, and pay all just debts due to the inhabitants of Guadaloupe. Six months to be allowed to military officers having property, to settle their affairs. The free exercise of religious worship was granted, and perfect security, to all colonists. The freedom granted by the French government to slaves to be held valid, provided it should not in any case injure private property. Persons intending to reside in Guadaloupe to take the oath of allegiance.]

General Memorandum.

Pompee, *Basseterre, Guadaloupe, Feb.* 9.

Another important conquest is obtained over the enemy by the capture of the Island of Guadaloupe, which has been accomplished in less time than that of Martinique. The troops have had an opportunity of displaying their bravery, and they have outdone what might have been looked for by the most sanguine.

The commander of the forces is highly satisfied with Commodores Ballard and Fahie, the captains, officers, seamen, and marines more particularly attached to the army; and I have great pleasure in annexing a copy of his general orders on the occasion, to which I beg to add my acknowledgments for their great perseverance and exertions in the various duties carried on; and I also desire to acknowledge the services of the other captains, officers, and men employed on this expedition, as well as of those who have so long and effectually blockaded the island, which has so much contributed to the general success.

To the respective Captains, &c. (Signed,) A. COCHRANE.

General Orders.

Head-Quarters, Beau Vallon, Guadaloupe, Feb. 7.

The commander of the forces desires to convey his best acknowledgments and thanks to Commodore Ballard, Captain Ballard, Captain Stanfell, Captain Elliott, and to Captain Flinn, of the royal navy, for their great and effectual services with the second division of the army to leeward, under the command of Brigadier-General Harcourt, and to the other officers and seamen of the fleet employed under their orders, without whose exertions the troops could not have been victualled in their present positions, nor the artillery brought forward with the necessary ammunition and stores, and placed in battery in a situation to be served against the enemy at the moment in which he signified his wish to open a negociation.

The commander of the forces is equally anxious to convey to Commodore Fahie, to Captains Dilkes and Dowers, of the royal navy, and to the other officers and seamen serving under their orders to windward, the high sense he entertains of the important services rendered by them, not only at the landing of the first division of the army under the command of Major-General Hislop, and of the reserve, with a considerable proportion of provisions and stores, but for similar exertions at Trois Rivieres, in disembarking five days' provisions for the troops, without which they could not have advanced or closed with the enemy, thereby bringing the objects of the campaign to a rapid termination. The general desires to acknowledge the services of the royal marines now acting on shore at Basseterre.

The commander of the forces requests the admiral will be pleased to do him the honour to convey this public order to Commodore Ballard and to Commodore Fahie, and to all the other officers, seamen, and royal marines to whom it may refer, in such manner as he shall think proper.

(Signed,) G. W. RAMSAY, *Brig. and Adj.-Gen.*

Copy of a Letter from Sir A. Cochrane, *K. B. to* J. W. Croker, *Esq. dated Pompée, Feb. 27.*

"Sir,——I have the satisfaction of announcing to the Lords Commissioners of the Admiralty, that the flags of France and Holland no longer wave in the An-

tilles; an event singular in itself, and I hope will prove beneficial to my country. The surrender of the Islands of St. Martin's, St. Eustatius, and Saba, has quickly followed that of Guadaloupe. This service was, in conjunction with Brigadier-General Harcourt, most ably performed by that judicious officer, Captain Fahie of the Abercrombie, to whom I gave the temporary rank of commodore during the expedition. His reports I have the honour to inclose."

SIR, ABERCROMBIE, *off Great Bay, St. Martin's, Feb.* 17.

I arrived at daylight on the 14th inst. off this island, with the squadron you did me the honour to place under my orders, destined to co-operate with the military force under the command of Brigadier-General Harcourt, for its reduction. The Vimiera, Snap, and Mornefortunée soon after joined me, and in the course of the day the Frolic, Surinam, and Superieure.

Captain Scobell, in his Majesty's brig the Vimiera, with a company of the 25th regiment, under the orders of Captain Beattie, assistant quarter-master-general, was immediately despatched to Marigot bay, to occupy the French quarter of the island, having charge of a joint letter from General Harcourt and myself, addressed to the commandant, and inclosing to him General Ernouf's order to place his Majesty's troops in possession thereof, in conformity to the capitulation concluded at Guadaloupe on the 6th inst.; which I have the satisfaction to acquaint you was instantly complied with, and the French garrison embarked on board the Vimiera. At the same moment we sent a summons to the governor of the Dutch part of the island, to which he replied in evasive terms. As the disembarkation of the troops and artillery, therefore, became immediately necessary, his Majesty's brigs named in the margin* were ordered to anchor close to the shore in Little Cool bay, within a long range of the enemy's batteries, where the landing was effected before sunset without opposition. Anxious to give every facility in my power to the views of General Harcourt by an immediate co-operation, I landed with him, determined to remain by his side until the final accomplishment of the important service intrusted to us. The troops had just taken a forward position, when we received a message from the governor, expressive of his desire to capitulate, and his intention to send out commissioners with his terms by eight o'clock that night. Brigadier-General Skinner, and Captain Dowers of his Majesty's brig Ringdove, were appointed on our part to meet them. It was, however, noon on the 15th before the articles were adjusted, having for their basis those granted to the garrison and Island of Guadaloupe. It was stipulated that they should be ratified by the governor, and returned in three hours; but before the expiration of that time the Dutch commissioners returned, and earnestly solicited to be allowed until eight o'clock the next day; which was granted, on their positive assurance that they should be prepared at that hour to put his Majesty's

* Ringdove, Snap, and Mornefortunée.

troops in possession of the principal fort. At nine o'clock, therefore, on the morning of the 16th, General Harcourt marched towards the town of Philipsburg, the seamen drawing the howitzers over the hills, and every measure having been adopted for an immediate attack, should it be found necessary, when to our surprise we were met on the march by one of the Dutch commissioners, who informed us that the governor had determined to surrender at discretion, rather than ratify the capitulation. This was immediately confirmed by the appearance of the governor, who, addressing General Harcourt, surrendered himself and the garrison prisoners of war. During this conversation, the Dutch colours were lowered at Fort Louis, and the garrison marched down to the foot of the hill, where they laid down their arms and were embarked.

Had there been occasion to call for the gallantry of our troops and seamen employed on this occasion, I am convinced that it would have been displayed equally to their own and their country's honour: the happiest unanimity, and the most zealous energy, pervaded the whole. The character of Brigadier-General Harcourt leaves me the satisfaction of expressing my sense of the good fortune which destined me to command on a conjunct service with him. Captain Dowers of the Ringdove, who has served on shore under my orders at Guadaloupe, and at this island, is entitled to my warmest thanks.

The unconditional surrender of the colony will unavoidably delay us here some days, as many arrangements which relate to its internal government become indispensably necessary; but for all the details on this subject, I beg leave, sir, to refer you to Brigadier-General Harcourt's letter to his Excellency Sir George Beckwith, and also for any information you may desire respecting the proposed articles of capitulation, a copy of which is inclosed to him.

I have thought it advisable to send the Surinam at once to you with this despatch, and she carries the Dutch garrison; the Superieure will take those from the French quarter.

The moment the general has settled the points which claim his attention here, I shall sail to execute the remaining part of your orders; and I hope soon to acquaint you, that they have been fully accomplished, and so consistently with your instructions, sir, as to meet with your approbation.

To Sir A. Cochrane, *K. B. &c.* (Signed,) W. C. FAHIE.

To their Excellencies Brigadier-General George William Richard Harcourt *and Commodore* William Charles Fahie, *commanding his Majesty's Land and Sea Forces at St. Martin's, &c.*

We, the inhabitants of the heretofore Dutch part of the Island of St. Martin, beg leave to approach your excellencies with hearts impressed with the highest gratitude for your benevolence, extended to us at the moment we were left to your discretion; and whilst we acknowledge that mercy and generosity are ever

predominant in Britons, we must no less admire the manner in which your excellencies have diffused these blessings amongst us. We want words to convey to your excellencies what are our feelings on the occasion. We pray you to believe that our sincerest wishes for your prosperity and happiness will attend you on all occasions, and to your latest hour; and in receiving these our unfeigned acknowledgments, we beg leave to request your excellencies to convey to Sir George Beckwith, K. B. commander of the forces, and Sir Alexander Cochrane, K. B. vice-admiral of the Blue, commander of the naval forces in these seas, the high sense we feel of their goodness, so fully exemplified in their choice of such officers as your excellencies to represent them.

Signed by forty of the principal Inhabitants.

St. Martin's, *Feb.* 20, 1810.

Abercrombie, *at anchor in the Road of*
St. Eustatius, Feb. 22.

Sir,

The measures which it became necessary to adopt for the internal government of the Dutch quarter of the Island of St. Martin, in consequence of its unconditional surrender to his Majesty's arms, having been completed on the evening of the 20th instant, I sailed from thence at daylight on the following morning, and at twelve o'clock on the same day anchored in this road.

On the appearance of the Abercrombie off the road, Captain Dowers of his Majesty's brig the Ringdove, who had been sent forward with a joint summons from Brigadier-General Harcourt and myself, addressed to the governor, joined us with his answer, together with the terms on which he offered to capitulate; but as they were in some points inadmissible, Lieutenant-Colonel Stewart and Captain Dowers were sent on shore to meet the Dutch commissioners; and I have the satisfaction to inform you, that before the articles of capitulation were framed and ratified on both sides, the grenadier company of the 25th regt. landed to occupy the principal fort. Entire possession of the island was given to us at nine o'clock this morning, when the Dutch garrison marched out with the honours of war, and embarked.

Though the Island of St. Eustatius is of little value in itself, the acquisition of it is important, as it finally expels the enemy's flag from the Archipelago; and I am assured, sir, that it will be to you, as it is to me, a source of peculiar satisfaction, that I have been enabled to carry your orders into complete execution without the loss of a single life.

The joint operations of the military force under the command of Brigadier-General Harcourt, and of the squadron acting under my orders, have been marked throughout this detached service with an unvaried spirit of zeal and cordiality.

It will, sir, be no inconsiderable addition to the satisfaction I feel in having thus accomplished the object of your orders, if my conduct in their execution meet your approbation. (Signed,) W. C. FAHIE.

Extract of a Letter from Lieutenant WELLS, *of the Mornefortunée, addressed to Commodore* FAHIE, *dated Feb. 22.*

"Agreeably to my orders, I proceeded and delivered the letters to the vice-governor at Saba, who requested a short time to call in his burghers. At four a. m. they surrendered the island to his Majesty's brig under my command, when I had the honour to hoist the English colours, and it was saluted by the inhabitants with three cheers."

EAST INDIES.

Copy of a Letter from Admiral DRURY *to* J. W. CROKER, *Esq. dated Caroline, Madras Roads, April 22.*

"SIR,——You will be pleased to acquaint the Right Honourable the Lords Commissioners of the Admiralty, that, in consequence of his Majesty's order in council, and their lordships' directions, to put the Island of Java and the Moluccas under the most rigid state of blockade, I endeavoured to effect it with the few ships that could be spared from India; but as it is impossible to cover such an extent of coast, so as to answer the purpose of annoying or distressing the enemy to any extent, I judged it would best be done by seizing upon the principal settlement in the Eastern Islands, securing their shipping and the valuable crops of the Moluccas, and thereby fulfilling the intention of the blockade in a great degree, and at the least risk to the commercial and political interests of India. This object is materially promoted by the taking and destroying of seven of the enemy's corvettes in the Java and Molucca seas, as well as other shipping to some extent, within these six months.

"I selected Captains Tucker, Montagu, and Spencer, commanding the ships and vessels named in the margin*, to execute this service. The squadron being very deficient of marines, I requested the supreme government to lend the service two companies from one of the native regiments; which was immediately attended to, and they embarked on board the Dover and Cornwallis accordingly.

"Captain Tucker has executed this service with courage and sound judgment; and as the inclosed letters upon the subject convey their own comment and commendation, any praise of mine upon the conduct of those distinguished officers and men would indeed be gilding refined gold; their lordships know well how to appreciate it."

SIR, GOVERNMENT-HOUSE, *Amboyna, Feb.* 20.

Since my letter of the 8th instant, acquainting your excellency with the capture of the Dutch brigs of war, Rembang and Hope, by his Majesty's ship Dover under my command, off the Island of Amboyna, the services of the

* Dover, Cornwallis, and Samarang.

force under my orders, and the capture of the said island, require that I should enter into a detail thereof. I have, therefore, to inform your excellency, that being joined on the 9th by his Majesty's ship Cornwallis, and a Dutch sloop of war (the Mandarine), which she had taken, I proceeded immediately up the harbour of Amboyna, and anchored in Latitia bay, from whence we were enabled to examine tolerably well the numerous batteries erected, since the English restored the island in 1803, on the different heights commanding the fort and anchorage of Victoria, as well as the anchorage of Portuguese bay. These anchorages are also further protected by the fort of Victoria, the sea-face of which is extremely strong; a battery close on the beach, well to the right of the fort, mounting four 12-pounders, one 8-pounder, two 6-pounders, and one brass 32-pounder; and a heavy battery, built upon piles, far out in the sea, mounting nine 12-pounders (iron), and one brass 32-pounder.

On the morning of the 16th the plan of attack was determined upon, in consultation with Captains Montagu and Spencer of the royal navy, Captain Major Henry Court of the Honourable the East India Company's coast artillery, commanding the troops, and Captains Phillips and Forbes of the Madras European regiment. The arrangements for the attack were, that 400 select men, under the command of Captain Court, should be landed a little to the right of Portuguese bay, and advance immediately to the attack of the batteries on the heights commanding that anchorage, as well as the town and fort of Victoria; and that, at the same time, the ships should commence their attack on the fort, and such batteries as they could be brought to bear upon. About two p. m. the boats being all out, and every thing in readiness for landing the party selected for that service, the ships were got under weigh, and stood across the bay, with the apparent intention of working out to sea; but by keeping the sails lifting, and other manœuvres, we contrived to drift in towards the spot fixed upon for a landing, at the same time keeping the boats on the opposite side of the ship, so as not to be perceived by the enemy. Upon a nearer approach, the preparative signal was made to bear up and sail large: the ships bore up together with a fine breeze, and passing within a cable's length of the landing-place, slipped all the boats at the same moment per signal. The troops, seamen, and marines were instantly landed, and formed agreeably to the directions issued by Captain Court, to whose report of their further proceedings I beg leave to refer your excellency.

The ships immediately commenced an attack upon the port and surrounding batteries, which was continued without intermission for two hours and a half, by which time, having drifted very close in, exposed to an extremely heavy fire, particularly from the heights on the left of the town, with red-hot shot, and the object of the attack being accomplished by the unexampled intrepidity of the troops, seamen, and marines storming and gaining possession of the heights commanding Portuguese bay, I took advantage of a spirt of wind off the land, and

ordered the ships to anchor there. During the night, 40 men were landed from the Samarang, and two field-pieces from the Dover, under the direction of Captain Spencer, who volunteered on this occasion, and succeeded in getting the guns up the heights, over a heavy and difficult ground. Daylight on the 17th shewed the very great advantage obtained over the enemy in the attack of the preceding day, as he had abandoned in the night the battery on the beach, as well as the water-battery, both of which being very low, had much annoyed the shipping. Shortly after, some shells were thrown from the fort at our positions on the heights, without doing any injury, while the shot from our batteries in return were seen to have considerable effect.

This decided superiority, and the ships being ready to advance again, induced me, after landing and examining with Captain Court the strength of our positions, to send in a summons; and, in consequence, terms were submitted by the commandant of Amboyna for the surrender of the island, and after some alteration, articles of capitulation were agreed to. Accordingly, at nine o'clock on the morning of the 19th, the force originally landed under Captain Court marched in and took possession of Fort Victoria for his Majesty (the enemy having previously laid down their arms on the esplanade), when the British union was hoisted under a royal salute from the fort and shipping.

I beg leave to congratulate your excellency on the acquisition of this important colony, defended by 130 Europeans and upwards of 1000 Javanese and Madurese troops, exclusive of the officers and crews of three vessels sunk in the inner harbour, many of whom are Europeans, amounting to 220 men, aided by the Dutch inhabitants and burghers, who were stationed in the batteries on this very formidable line of defence, as will appear by the return made thereon.

I trust it will appear, that the characteristic coolness and bravery of the British soldiers and seamen have seldom shone forth with greater lustre than on this occasion, in the intrepid conduct displayed by the handful of brave men whom I have had the honour and good fortune to command.

It now remains for me to perform that pleasing but difficult part of my duty, the endeavour to do justice to the merits of the officers and men employed on this service. By Captain Court's report (to whose judgment, and the very able disposition of the force under his orders, is to be attributed, in a great measure, the early surrender of the island,) your excellency will perceive the high terms that distinguish every individual, and in which encomiums, so justly bestowed, I most heartily concur. I must not omit to mention the very essential assistance rendered the expedition by that able officer Captain Phillips, from his local knowledge, and being complete master of the Malay language; for his readiness in rendering that assistance on all occasions, I feel myself much indebted to him. To Captains Montagu and Spencer, their officers and crews, the greatest praise is due, for the able support afforded by them in the attack on the fort and batteries, where a dif-

ficult navigation, with bafflings winds and strong currents, required the greatest judgment in the management of the ships.

Captain Montagu speaks highly of the assistance he received from Lieutenant Peachy (first lieutenant), Mr. Garland, master, and Mr. Scott, the purser, the only officers left on board the Cornwallis. Captain Spencer also mentions, in the most handsome manner, the aid he received from his first lieutenant, Mr. Dabine; and I beg to recommend to your excellency's notice Lieutenant Incledon, first of the Dover, from whom I have received the greatest support throughout the whole of this service, particularly so on the day of action, when the other lieutenants were absent from the ship. The conduct of Mr. Morgan, the master, also meets my approbation. It fell to the lot of Mr. Palmer, the purser (who volunteered on this occasion), to command the main-deck, in consequence of the absence of the other officers; to him I am particularly indebted for his aid on this occasion, as well as on many others, wherever he thought his service might be useful. The warrant and petty officers, and that part of the ship's company remaining on board, are entitled to my warmest commendation, for a conduct every way worthy the established character of British seamen.

(Signed,) EDWARD TUCKER.

Copy of a Letter from Captain M. H. COURT *to Captain* EDWARD TUCKER, *commanding his Britannic Majesty's Ships and the Forces employed on the Expedition to the Eastward, dated Fort Victoria, Feb.* 27.

SIR,——I have the honour to report to you by this, the earliest opportunity afforded me, the operations of the troops and seamen employed under my command, in the attack upon the enemy's outposts on the 16th instant.

The force destined for this service, composed of the number of men named in the margin*, having landed about two o'clock p. m. agreeably to your orders, and being formed according to instructions I had previously given, the advanced party, under Captain Phillips, consisting of 30 rank and file of the 2d battalion, the artillery under Lieutenant Stewart, the detachment of royal marines from his Majesty's ship Dover under Lieutenant Higginson, and a detachment of one company of the Madras European regiment, with a party of seamen from his Majesty's ship Dover, under Lieutenant Jeffries, in all about 180 men, was directed to attack the battery at Wannetoo, situated on the top of a small hill of a most commanding height and position, and defended by five iron 12-pounders, two iron 8-pounders, two iron 6-pounders, and two 5½-inch brass howitzers. This, the most advanced post of the enemy, and commanding the shore at Portuguese bay, was attacked with that gallantry, promptitude, and judgment which were to be expected from

* Detachment of artillery, 46; Madras European regiment, 130; seamen and marines from the Dover, 85; seamen and marines from the Cornwallis, 105; seamen from his Majesty's ship Samarang, 35. Total, of all descriptions, including officers, 401.

the exertions and talents of that distinguished officer Captain Phillips, and was immediately carried, notwithstanding the determined opposition of the enemy, who had two officers killed, and one desperately wounded, after the entrance of our party into the battery.

Under the able directions of Lieutenant Duncan Stewart, who, though wounded, continued at his post, three of the guns were immediately brought to bear upon the enemy in his retreat, and subsequently upon the enemy's post at Batter Gantong, which had opened a fire upon our troops at Wannetoo on their taking possession thereof. With the remaining force* I proceeded along the heights to turn the enemy's position at Batter Gantong, situated about 1500 yards distant from, and nearly on the same level with, that at Wannetoo, and which commanded the town of Amboyna and Fort Victoria. This party endured with the greatest spirit and patience a most fatiguing and troublesome march, ascending and descending hills over which there were no roads, and many of them so extremely steep as to require the assistance of the bushes for the men to get up and down by. Their toils were, however, rewarded by our reaching, a little after sunset, an eminence, which effectually commanded the enemy, and by the satisfaction we experienced on finding that we had pursued the only mode of attack against this post (so strong by the nature of the groond) which admitted a probability of success, otherwise than by a great sacrifice of lives. The enemy, who was collected in some numbers, retired immediately we were perceived on the heights above them, and we entered the battery without opposition, where we found four iron 12-pounders and one iron 9-pounder.

The consequences of our successes in obtaining possession of Wannetoo and Batter Gantong were observed by the desertion, on the part of the enemy, of two batteries which had annoyed the ships, and which became exposed to our commanding fire. One of them, called the Wogoo battery, is situated on the shore; the other is erected upon piles, some distance in the sea: they were both well calculated for defence against a naval attack, and were covered by a very thick parapet. The ordnance found in them are expressed in the margin†.

During the night of the 16th inst. two 12-pounders and one 9-pounder were relieved of the spikes in the Batter Gantong battery, which, on the following day, were brought to fire on the fort. The enemy returned our fire (which continued until your summons for the surrender of the town) with shells, but without effect,

* One company of the Madras European regiment, Captain Forbes; the seamen and marines from his Majesty's ship Cornwallis, the seamen from the Samarang, and 15 artillerymen. This body was under the immediate orders of Captain Forbes, who fulfilled the duties of this charge to my greatest satisfaction.

† Wogoo battery: four iron 12-pounders, one ditto 8-pounder, two ditto 6-pounders, and one brass 32-pounder. Battery in the sea: nine iron 12-pounders and one brass 32-pounder carronade.

Our loss* in obtaining these advantages was trifling, in comparison with the importance of their consequences, and considering the obstacles our troops had to surmount.

In expressing my sentiments of the conduct of the officers and men employed on this occasion, I cannot speak too highly of their exertions, to which, and the formidable fire the enemy had experienced from the ships, must be attributed the early surrender of this important colony. I have already, I hope, done justice to the military conduct of Captain Phillips, to whom I am likewise under the greatest obligations for his advice. You are aware, sir, how much the service is indebted to that officer for the very important assistance derived from his knowledge of the Malay language. To Captain Forbes, of the Madras European regiment, I owe every acknowledgment for the benefit of his judgment and advice.

Lieutenant Duncan Stewart, attached to the artillery, to whose lot it fell to head the party against Wannetoo, acted most nobly up to his station: he was the first that entered the battery, and gave the Dutch officers an opportunity to surrender; which generous offer was on their part declined. He continued to perform his duty throughout the service, notwithstanding a severe cut he received in the hand. Lieutenant Jeffries, of the royal navy, received a concussion in the breast from a spent grape-shot; but I am happy to say, that the service was at no period deprived of his valuable assistance.

It is but justice due to the royal marines, troops, and seamen, to make known to you the steadiness with which they advanced against Wannetoo, under a heavy fire of grape and musketry: not a shot was fired until they reached the breast-work of the battery. Such a testimony of their valour and conduct, while highly honourable to the royal marines and troops, must reflect more than ordinary credit upon the seamen.

The capitulation of the town has prevented the further necessity of the troops and seamen displaying that valour and steadiness which had been conspicuous in every part of their conduct throughout this service, and which their undiminished ardour gave every reason to conclude would have been attended with similar success, although opposed to the more formidable defences of Battameera and Gillala.

I have herewith the honour to inclose a return of ordnance mounted on the castle of Victoria, and on the several batteries to the right and left thereof. The return of stores is too voluminous to enable me at present to transmit it to you.

(Signed,) M. H. COURT, *Captain, commanding the troops employed on the expedition to the Eastward.*

* 1 Corporal of marines belonging to the Samarang, 2 privates of the Madras European regiment, and 1 seaman of the Dover, killed; 1 lieutenant and 1 corporal of the 2d detachment of the British artillery, 4 privates of the Madras European regiment, and 4 seamen of the Dover, wounded.

RETURN *of mounted Ordnance on the Fortifications of Fort Victoria, and on the Batteries on the Heights to the right and left thereof.*

FORT VICTORIA.

Brass: 2 24-pounders, 2 8-pounders, 2 4-pounders, 14 1-pounders, 1 ¾-pounder, 14 ½-pounders, 3 7-inch mortars, 3 5-inch ditto, and 3 4-inch ditto. Iron: 2 24-pounders, 10 18-pounders, 28 12-pounders, 24 8-pounders, 7 6-pounders, 3 3-pounders, and 11 2-pounders.

TO THE LEFT OF FORT VICTORIA.

Brass: 2 32-pounder carronades and 2 6-inch mortars. Iron: 22 12-pounders, 2 8-pounders, 9 6-pounders, 2 3-pounders, and 2 2-pounders.

TO THE RIGHT OF FORT VICTORIA.

Brass: 2 36-pounders, 5 3-pounders, 4 6-inch mortars, and 3 4-inch howitzers. Iron: 2 24-pounders, 11 12-pounders, 8 8-pounders, 4 6-pounders, 4 3-pounders, and 2 2-pounders.

Total, 215.

Dismounted iron guns: 4 8-pounders, 2 6-pounders, and 12 2-pounders.—Total 18.

SIR, *H. M. S.* DOVER, *Amboyna, March* 1.

I have the pleasure to acquaint your excellency, that since my letter of the 20th ult. the valuable Islands of Saparoua, Harouka, and Nasso-Laut, as well as those of Bouro and Manippa, have surrendered to his Majesty's forces under my command. (Signed,) EDWARD TUCKER.

To Rear-Admiral W. O. DRURY, *&c. &c.*

RETURN *of Vessels of War captured by his Majesty's Ships under the Orders of Captain* TUCKER, *between Dec.* 8, 1809, *and March* 5, 1810.

Dutch ship Mandarine, Captain Besman, of 16 guns and 66 men: captured February 3, 1810, by his Majesty's ship Cornwallis.

Dutch brig Rembang, Captain O. H. de Wathyss, of 18 guns and 100 men: captured February 6, 1810, by the Dover.

Dutch brig Hope, Captain J. La Cardie, of 10 guns and 68 men: captured February 6, 1810, by the Dover.

Dutch brig Mandurese, Captain Guasteranus, of 12 guns: sunk February 19, 1810, in the inner harbour of Amboyna, and raised since that island surrendered.

Dutch cutter, Lieutenant Haum, of 12 guns: sunk as above.

Dutch cutter San Pan, Lieutenant Dickkert, of 10 guns: sunk as above.

[The officers and crews of the three last-mentioned vessels, amounting to 220 men, serving on shore in the fort.]

Dutch brig Margaretta Louisa, Captain De Ruiter, of 8 guns (pierced for 14) and 40 men: captured March 2, 1810, by the boats of the Cornwallis, under Lieutenant Peachy.

Lieutenant A. V. Drury, commander of the Sylvia cutter, proceeding through the Straits of Sunda, three separate attempts were made by armed prows to stop his progress. The position taken by these vessels was close to the Isle of Cracaton, one of which, on the 6th April, swept out to the Sylvia, but was soon driven on shore, taken possession of, and finally destroyed. The next day, an armed prow of large dimensions advanced so close to the Sylvia, that her commander judged it necessary to deviate from his course to destroy her: the enemy approached in a very resolute manner; upon which, a boat, under the command of an officer, with a party of volunteers, was sent to harass her, when she made sail and endeavoured to escape, but was prevented by the brisk fire of musketry kept up by the boat's crew, who soon after took possession, without the smallest loss. On the 11th, a large lugger, at anchor under Cracaton, was observed to get under weigh, and her movements indicating a hostile intention, Lieutenant Drury equipped the prize, and gave her in charge to Mr. Chesnaye, who resolutely met the enemy's approach, compelling him to seek safety in flight: an island intervening, the Sylvia lost sight of the enemy, upon which the anchor was immediately weighed, and she stood out for the purpose of supporting the volunteers, who were soon observed on the point of boarding; the obstinate refusal of the enemy to surrender, compelled Lieutenant Drury to open and continue a destructive fire until she sunk. In these affairs the Sylvia had eight men badly wounded.—This distinguished and deserving officer, at daybreak on the 26th, discovered three armed brigs, with two lug-sail vessels, under sail in the vicinity of Edam Island, hastening towards Batavia. Measures were instantly made to intercept the sternmost vessels, by bringing to close action the Dutch national brig D'Echo, of eight 6-pounders and 46 men, commanded by Lieutenant C. Thaarup, who surrendered, after a sharp action of twenty minutes, having three killed and seven wounded: the Sylvia had four men killed and three wounded. The instant that a separation between the two vessels could be effected, pursuit was given to the headmost brigs, which, aided by a favourable breeze and intervening shoals, succeeded in escaping to the batteries of Unrust, leaving Lieutenant Drury to take possession of two transports, mounting two 9-pounders, and defended by 60 men each, out twelve days from Saurabaya, laden with artillery, equipage, and valuable European goods.

SIR, *H. M. S.* DOVER, *at Sea, off Gorontello, June* 16.

In prosecution of your excellency's orders to distress the enemy as much as possible in the Molucca sea, I beg leave to inform you, that, after having sent all the Dutch officers and troops from Amboyna to Java, I proceeded to the Dutch port of Gorontello, in the bay of Tommine, on the northern part of the Island of Celebes, where I found the colours of the King of Holland flying on the fort, and on the three batteries at the entrance of the harbour. Finding, however, that no Dutch officer had charge of these posts, but that the whole settlement was

vested in the hands of the sultan and his two sons (who bore Dutch commissions) for the Dutch company, I therefore, instead of making a descent, landed, and waited upon his majesty, to whom I addressed a letter. The proposals contained in this letter having been duly considered by his majesty and the nobles in council, were acceded to with much satisfaction. The Dutch colours were hauled down, and the British supplied their place in Fort Nassau, under every demonstration of their attachment to the English government.

Having thus opened a large proportion of this part of the Celebes to the English trade, from whence also various kinds of supplies can be constantly thrown into our possessions in the Moluccas, it is my intention to proceed to Manado, where there is a very good fort, with a heavy battery in front, close to the sea, and the fort again commanded by a battery on a hill immediately over it, and from whence musketry can play into the fort; but as the ship can be brought to bear on the latter and lower battery, and 60 picked men, under Lieutenants Incledon and Higginson, are ready to storm the battery on the hill, I have no doubt but the attack will be successful.

To Rear-Admiral DRURY, *&c. &c.* (Signed,) EDWARD TUCKER.

SIR, *H. M. S.* DOVER, *Manado Roads, June 25.*

Conformably to my intentions as expressed in a former letter to your excellency, dated the 16th inst. off Gorontello, I proceeded to Manado, where I arrived yesterday at two p. m.; and having taken up a station in his Majesty's ship under my command to the right of Fort Amsterdam, and well reconnoitred the positions, I instantly sent a flag of truce on shore, with a summons to the governor, a copy of which I herewith inclose.

The enemy having thought proper to accede to the terms proposed, the marines were landed, under the command of Lieutenant Higginson, assisted by Lieutenant Fireworker Nelson of the Honourable Company's coast artillery, and 30 of the Amboynese troops, embarked in the Dover for the purpose of garrisoning it after its capture, who immediately took possession for his Majesty. Had the enemy chosen the other alternative, I am well convinced, from the experience I have repeatedly had, that the officers and men I have the honour to command, would have added to the credit which they have already so well earned, particularly in the attack of Amboyna.

The dependencies which have fallen with Manado are very extensive, being the ports of Kemar, Le Copang, Amenang, and Tawangwoo; the capture thereof, as well as Gorontello, has been very opportune, as large supplies were preparing at all these places, and ready to be shipped for the Isles of Ternate and Banda.

I have the honour to transmit returns of the garrison found here, and of the ordnance in Fort Amsterdam and the adjacent batteries.

To Rear-Admiral DRURY, *&c. &c.* (Signed,) EDWARD TUCKER.

Copy of a Letter to MARINUS BALFOUR, *Esq. Prefect at Manado, dated Dover, off Castle Amsterdam, June 24.*

SIR,——It has no doubt, ere this, been made known to you, that the English are in considerable force in these seas, and that the Island of Amboyna, with all its dependencies, are already in their possession. You now see before your fort and batteries an English frigate, ready to open her fire, and volunteers in her boats, only waiting the order to land and storm your position: it remains for you to decide on this point.

Being perfectly acquainted with the exact strength of your garrison, and all your means of defence, I am enabled to judge with what probability of success you can oppose me; I therefore summon you to surrender the fort of Amsterdam, with all its dependencies thereunto belonging. On condition of your instantly complying and delivering up all public property, I promise protection to the persons and private property of the inhabitants; that the Dutch civil servants shall be at liberty to return to Java: the military, being prisoners of war, may likewise return there, on their parole of honour.

The officer in charge of this has instructions to wait half an hour for your determination, which, should it be in the affirmative, be pleased to notify by striking the colours of the fort; if in the negative, by hauling down the flag of truce.

(Signed,) EDWARD TUCKER.

RETURN *of the Garrison found in Fort Amsterdam, Manado, June 24.*

1 Captain commandant, 3 lieutenants, 3 sergeants, 1 bombardier, 13 corporals, 1 fifer, 1 drummer, 70 privates, 1 boatswain, and 10 fore-mast-men.

Total, including officers, 113.

RETURN *of Ordnance found at Manado, June 24.*

1 Brass 6-pounder, 4 ditto 1-pounders, and 5 ditto ½-pounders.

3 Iron 12-pounders, 5 ditto 8-pounders, 9 ditto 6-pounders, 6 ditto 4-pounders, 3 ditto 2-pounders, and 14 ditto 1-pounders.

Total, 50 guns.

Copy of a Letter from Captain C. COLE *to Rear-Admiral* DRURY, *dated Caroline, Aug. 10.*

SIR,—I have the honour and happiness of acquainting you with the capture of Banda Neira, the chief of the Spice Islands, on the 9th of August, by a portion of the force under my orders, in consequence of a night attack, which completely surprised the enemy, although the approach of the ships had been unavoidably discovered the day before. The weather proved so unfavourable for boat service on the night of the 8th inst. that although nearly 400 officers and men had been selected for this occasion, yet, on assembling under Great Banda at two on the following morning, I found that the state of the weather would deprive us of the services of some valuable men under Lieutenant Stephens of the royal marines, and the greater part of the detachment of the Madras European regiment, and

from whom I had expected the most steady support and assistance. The attempt was now to be made with less than 200 men, consisting of the seamen and marines, and about 40 of the Madras European regiment, or our labours in the boats, through a dark and squally night in the open sea, must end in the severest mortification. After getting under shelter of the land, the same circumstances of the weather which before operated against us were now favourable to us; and the confidence I had in the handful of officers and men about me, left me no hesitation, and with a degree of silence and firmness that will ever command my heartfelt acknowledgments, the boats proceeded to the point of debarkation.

A dark cloud, with rain, covered our landing within 100 yards of a battery of 10 guns, where, by the promptitude and activity of Acting-Captain Kenah and Lieutenant Carew, who were ordered with the pikemen to the attack, the battery was taken in the rear, and an officer and his guard made prisoners, without a musket being fired, although the enemy were at their guns with matches lighted. From the near approach of daylight, our situation became critical, but we had procured a native guide to carry us to the walls of the castle of Belgica; and leaving a guard over the prisoners, and in charge of the battery, the party made a rapid movement round the skirts of the town, where the sound of the bugle was spreading alarm among the enemy. In twenty minutes the scaling-ladders were placed against the walls of the outer pentagon of Belgica, and the first muskets were fired by the enemy's sentries. The gallantry and activity with which the scaling-ladders were hauled up after the out-work was carried, and placed for the attack of the inner work, under a sharp fire from the garrison, exceed all praise. The enemy, after firing three guns, and keeping up an ineffectual discharge of musketry for ten or fifteen minutes, fled in all directions, and through the gateway, leaving the colonel-commandant and 10 others dead, and two officers and 30 prisoners in our hands. Captain Kenah, Lieutenants Carew, Allen, Pratt, Walker, and Lyons of the navy, Lieutenant Yates and Ensign Allen (a volunteer) of the Madras service, were among the foremost in the escalade; and my thanks are due to Captain-Lieutenant Nixon, of the Madras European regiment, for the steady and officer-like conduct with which he directed the covering party intrusted to his charge; and to Lieutenants Brown and Decker of that regiment, attached to the marines. With such examples, our brave fellows swept the ramparts like a whirlwind; and in addition to the providential circumstance of the service being performed with scarcely a hurt or wound, I have the satisfaction of reporting, that there was no instance of irregularity arising from success.

The day now beaming on the British flag, discovered to us the fort of Nassau and the sea defences at our feet, and the enemy at their guns at the different posts. I despatched Captain Kenah with a flag of truce to the governor, requiring the immediate surrender of Nassau, and with a promise of protection for private property. At sunrise the Dutch flag was hoisted in Nassau, and the sea batteries

opened a fire on the Caroline, followed by the Piedmontaise and Barracouta, then approaching the harbour. Having selected a detachment to secure Belgica, the remainder, with their scaling-ladders, were ordered for the immediate storm of Nassau; but Captain Kenah had returned with the verbal submission of the governor, and I was induced to send a second flag, stating my determination to storm Nassau that instant, and to lay the town in ashes, if the colours were not immediately struck. This threat, and a well-placed shot from Belgica (which completely commands all the principal defences) into one of their sea batteries, produced an immediate and unqualified submission; and we found ourselves in possession of the two forts and several batteries, mounting 120 pieces of cannon, and defended by near 700 disciplined troops, besides the militia.

The ships had been left with so few men to manage them, that I had merely directed Captain Foote to lead into any anchorage that he might be able to obtain, to make a diversion in our favour; but they were worked against all the unfavourable circumstances of a dark and squally night, in a narrow channel, with the most determined perseverance, and with that degree of zeal that I expected from an officer of my own rank, whose heart and hand had always been with me on every point of public service. Captain Kenah, who led the storming party, crowned a series of valuable services during two months' difficult and intricate navigation through the Eastern seas, by his bravery and activity on shore.

The colours of Forts Nassau and Belgica will be presented to your excellency by Lieutenant John Gilmour, who has served nine years in this country as a lieutenant, and a large portion of that time as first lieutenant under my command. Although labouring under severe illness, he took charge of the ship on my quitting her; and his seamanlike and zealous conduct in the discharge of his trust was most conspicuous.

I also transmit a plan of the defences of Banda Neira, with the position of the Dutch troops, and our route from the landing-place to Belgica. The enemy had advanced a strong corps towards the place where Admiral Rainier's forces had formerly landed; and a suspicion that this would be the case, and that the roads would be destroyed, determined me as to the point and method of our attack.

The service performed was of such a peculiar nature, that I could not do justice to the merits of my companions without entering much into detail; and I feel confident, that in your excellency's disposition to appreciate duly the merits of those under your command, I shall find an excuse for having taken up so much of your time. (Signed,) CHRISTOPHER COLE.

Copy of a Letter from Captain E. TUCKER *to Rear-Admiral* DRURY, *dated H. M. S. Dover, in Ternate Harbour, Aug.* 31.

SIR,—I have much satisfaction in communicating to your excellency the conquest of the Island of Ternate, by his Majesty's ship Dover under my command;

and a detachment of the Honourable Company's troops from Amboyna, under the command of Captain Forbes of the Madras European regiment. The detail of this affair (which I am in hopes your excellency will deem very creditable to the officers and men employed) I have the honour to transmit.

Having made application by letter, dated the 21st August, to Captain Court, commanding at Amboyna, for 100 troops, to assist me in reducing the Island of Ternate, they were, on the same day, embarked on board his Majesty's ship Dover. We pushed to sea, and got sight of the island on the 25th; but owing to light airs and calms, it was not until the morning of the 28th that the party (as per margin*) were embarked in the boats, and effected a landing. The boats left the ship about one a. m. on the morning of the 28th, under the direction of Lieutenant Jeffries, with the intention of landing close under the walls of Fort Kayo Meirah, which was immediately to have been stormed, double scaling-ladders and planks having been prepared for crossing the ditch and mounting the works; but meeting unexpectedly in-shore an unfavourable current, their progress was but slow, and they had at daylight the mortification to find themselves at some distance from Fort Kayo Meirah. Captain Forbes, under this circumstance, did not hesitate a moment in directing a landing to be attempted to the southward and westward of the fort, out of the line of its fire, which was happily made good without annoyance from the enemy: but their difficulties, accompanied with great labour and fatigue, commenced; for the particulars whereof, and their further operations, so extremely reputable to them, I beg to refer your excellency to Captain Forbes's report to me, that I have the honour to forward; from which your excellency will perceive, that great judgment and resolution, with the most determined courage, have been displayed, and particularly so by every officer under the heavy fire from Fort Kayo Meirah, and the enemy's detachment, with its brigade of guns, that was in advance. These officers constantly headed and led on their men with the utmost gallantry, shewing an example of intrepidity impossible to be excelled.

The calm that intervened between the land and sea breezes on the morning and forenoon of the 28th prevented the ship closing until two p. m. when, learning exactly the situation of the troops, I hoisted a flag of truce, and summoned the governor to surrender the island; which being declined, with a declaration to defend it as long as possible, I communicated the same to Captain Forbes by letter, acquainting him, at the same time, with my determination to place the ship along side Fort Kayo Meirah as early as possible in the morning (it being at that time past sunset): but the ardent zeal of Captain Forbes could not brook the delay; he had already selected 100 men, equally from his own regiment, the seamen,

* Europeans of the coast artillery and Madras European regiment, 74; natives from the Amboyna corps, 32; royal marines, 36; and seamen, 32. Total, including officers, 174.

marines, and Amboynese troops, with whom he instantly advanced, and carried the fort in that gallant and determined manner as stated in his report.

The currents and wind during the night were more unfavourable than could possibly be expected, nor was there ground for anchoring; so that it was a quarter-past two p. m. on the 29th before Lieutenant Jeffries, with the seamen that had landed, and Lieutenant Higginson, with a few of the marines (whose assistance was absolutely required), could be got on board, and the ship brought against Kota Barro, the first battery, mounting eight guns, next to Fort Kayo Meirah. Having closed to pistol-shot, and a well-directed fire kept up, principally grape and canister, it was shortly silenced; but on standing in to the next battery (of five guns), by which we opened a third battery of similar force, and also the sea face of Fort Orange, it was observed that the enemy had again entered the battery of Kota Barro, and opened their fire upon us. We were now exposed to a heavy cross fire from these three batteries, and from Fort Orange: I therefore regained our former position off Kota Barro, with the intention, when having again silenced it, to land a party and spike the guns; for which service, Lieutenant Higginson of the royal marines, and Mr. Green, the gunner, had most readily volunteered. The battery was soon silenced a second time, when we perceived some of our troops in sharp contest with a numerous body of the enemy at but a short distance from it, which was shortly after entered by Lieutenant Cursham and his party, they having, in a most superior style, defeated all that were opposed to them. Such guns of this battery as could be brought to bear on the remaining batteries and fort were instantly turned on them, and a good fire kept up. On Kota Barro being taken possession of, the ship was immediately after brought to pretty close action with the second and third batteries mentioned before, and also with Fort Orange. After an hour and three quarters sharp firing, during which time our shots were thrown with uncommon coolness and precision, the enemy's fire was observed to decrease considerably; and at five in the evening, flags of truce were seen hoisted in Fort Orange, upon which all firing ceased, and three officers came on board, commissioned by the civil and military governor to arrange articles of capitulation for the surrender of the island.

The articles I have the honour to inclose were then concluded, and next morning ratified, signed, and exchanged, and a further arrangement made for the entrance of the British force at nine o'clock in the morning of the 31st; which was accordingly done, the enemy marching out and laying down their arms, when the English colours were displayed in all the forts and batteries, under a royal salute from each, also from his Majesty's ship Dover. Thus has the whole of this island fallen in less than one day to a very inconsiderable force, though so famous for the strength of its fortifications, and memorable for its defence in the last war against the English. By official documents, we find that 500 regular troops, with a very large proportion of officers and Europeans, have defended the place, aided

by the marine department (many of whom are European seamen), the Dutch inhabitants and burghers, in number 203, and also the King of Tenate's force, 250 of whom were in the field, and an equal number from the Sultan of Tidore, and adjacent islands in alliance with the Dutch. All these circumstances duly considered, with the very small force opposed to such evident means of defence, will, I trust, make it apparent, that the officers and men employed on this occasion cannot derive additional credit by any eulogy in my power to pronounce: however, I cannot refrain the satisfaction of reporting to your excellency the names of those officers who, from truly heroic conduct, have excited in me such admiration.

With the conduct of every officer and man on board the Dover, during our attack on the batteries and Fort Orange, I am most perfectly satisfied: to Lieutenants Incledon and Jeffries, Mr. Morgan the master, Lieutenant Higginson of the royal marines, and Mr. Palmer the purser, who assisted on the main-deck, much praise is due. Let me remind your excellency, that Lieutenants Jeffries and Higginson also shared in all the fatigue and glory attending the storm on Fort Kayo Meirah.

It will be gratifying to you to learn, that, notwithstanding the heavy cross fire the Dover was exposed to from the different batteries and Fort Orange, our loss has been but trifling, having only five seamen wounded; nor has the ship suffered materially, either in her hull, masts, or rigging.

I inclose herewith a return of the ordnance found on the island, and a list of the killed and wounded. The colours of Fort Orange are now on board the Dover, and I shall have the honour of presenting them to you on joining your excellency's flag. (Signed,) EDWARD TUCKER.

NAMES *of the* OFFICERS *who so conspicuously distinguished themselves at the taking of Ternate, but more particularly so when storming Fort Kayo Meirah.*

Madras European regiment.—Captain Forbes, Lieutenants Forbes and Cursham.

H. M. S. Dover.—Lieutenant Jeffries, royal navy, and Lieutenant Higginson, royal marines.

It will be remembered by your excellency, that all these officers bore a distinguished part in the attack on Amboyna.

Copy of a Letter to Captain EDWARD TUCKER, *commanding H. M. S. Dover.*

SIR,——I have the honour to detail to you the operations of the detachment under my command, from the time of its leaving his Majesty's ship Dover until hostilities ceased against the Island of Ternate. After the boats left the ship on the night of the 27th inst. every possible exertion was made by Lieutenant Jeffries, in charge, to accomplish a landing before daybreak, with a view of taking Fort Kayo Meirah by surprise; finding, however, that so desirable an object could not

be effected, I directed him to proceed to Sasa, which is situated behind a point of land, where we landed without molestation about seven a. m. Lieutenant Charles Forbes then moved forward with a party to occupy the heights, where he remained until the gun and ammunition could be brought up: this became a fatiguing service, from the steepness of the hills and deep ravines. About noon, after incredible labour, we gained a commanding position near the sea, where we rested about two hours. Having left a party here to keep up the communication with the ship, we proceeded on to occupy a height commanding Fort Kayo Meirah, and which was pointed out as the spot taken up by the English last war; but to our great mortification, on our gaining it, we found that the trees had grown so much as to preclude entirely our seeing the fort: in the mean time, we perceived the flag of truce hoisted on board his Majesty's ship Dover. Being determined, in the event of the enemy's not agreeing to the summons, to gain immediate possession of Fort Kayo Meirah, I ordered 100 men, with a double scaling-ladder, to be in readiness to storm. The moment I received your letter inclosing the governor's refusal, I proceeded on about seven o'clock p. m. with this party, keeping the inland road. After advancing some little way, we found it impossible to proceed further, owing to the immense trees cut down by the enemy, and thrown across the road. I then turned to the right, and after great labour, reached the beach, and about ten o'clock arrived within nearly 800 yards of the fort, undiscovered. We had not advanced 50 yards further before the enemy's out-sentry fired his musket; immediately after, a detachment of the enemy, with a brigade of guns, fired a volley. We now pushed forward, keeping up a fire of musketry on the detachments outside, which drove them off. The fort now opened a very heavy fire of grape and musketry; notwithstanding which we crossed the ditch, and placed the ladder on the flank of the bastion on the right of the bridge, under a brisk fire from the opposite bastion. The walls were scaled, and the fort carried instantly, and an officer and 68 prisoners secured.

As soon as daylight appeared, the battery of Kota Barro opened a fire: the distance, however, was too far to do any damage. Understanding it was open to the rear, I ordered Lieutenant Cursham, with a party, to advance, and endeavour to gain possession: he was, however, obliged to return, the enemy having turned his heavy guns, and commenced a fire of grape. In consequence of your having communicated to me your intention of laying his Majesty's ship Dover along side Kota Barro, the strand batteries, Fort Orange, and the town, I directed Lieutenant Cursham again to advance with the 6-pounder, and take advantage of your fire.

The enemy, in the course of the day, threw up a breast-work across the road, defended by two field-pieces. Lieutenant Cursham fired a few rounds from the 6-pounder, advanced, and carried it. He then proceeded on, and got possession of Kota Barro, the enemy only firing one round, and turned the guns towards the strand batteries and the town, keeping up a fire until the flag of truce was hoisted.

I cannot express to you how much the service, on this occasion, benefited from the exertions of the officers; namely, Lieutenant Jeffries of the royal navy, Lieutenant Higginson of the royal marines, and Lieutenants Charles Forbes and Cursham of the Madras European regiment. Their bravery was conspicuous on every occasion, and the success in carrying the fort is entirely to be attributed to their great presence of mind in conducting their men in a dark night, preventing the confusion incident on such an occasion, and the gallant manner in which they mounted the wall.

To the marines, seamen, detachment of artillery, and detachment of Madras European regiment, and the detachment of the Amboynese corps, every praise that can be given to men is due. The fatigue endured by the seamen in dragging the gun and bringing up the ammunition, was great; and the six seamen who carried the ladder are deserving of notice. I have the honour to inclose you a return of killed and wounded. I attribute the small loss on this occasion to the darkness of the night, and the quickness of the advance of the party.

(Signed,) DAVID FORBES, *Capt. commanding Detachment.*

RETURN *of killed and wounded.*

1 Sergeant and 2 privates killed; 1 lieutenant, 1 sergeant, 1 seaman, 12 privates, and 1 guide, wounded.

CAPE OF GOOD HOPE.

Copy of a Letter from Captain N. WILLOUGHBY *to Captain* H. LAMBERT, *dated Nereide, May* 1.

"SIR,——On reconnoitring the south-east coast upon this date, I perceived at the anchorage of Jacotel a ship of about 400 tons; and as she lay within pistol-shot of the two batteries which commanded the entrance of the harbour, I did not leave the Nereide until twelve o'clock a. m. and after much difficulty, forced and entered, at five, the narrow and intricate passage, and owing to low water, the surf half filling the boats, I was in hopes of landing and falling in upon their battery without being discovered; but the imperial schooner L'Estafette, of four brass guns and 14 men, commanded by Ensign de Vaisseau Henry Chaurin, unfortunately lying at anchor, so completely gave the alarm, that by the time the boats grounded, both batteries and two field-pieces were playing upon the only spot where we could land, and our men no sooner formed upon the beach, than they were received by a heavy fire of musketry. As every officer knew before we landed what was to be done afterwards, the whole party was instantly upon the run, and in ten minutes in possession of the above battery: having spiked the guns, we moved towards the guard-house, protected by two field-pieces, 40 troops of the 18th regiment of the line, 26 artillerymen, and a strong party of militia, the whole commanded by Lieutenant Rockman of the 18th regiment. This party,

while we were taking the battery, had attacked and driven our boats, with the division left to protect them, into the centre of the harbour. Their opening fire upon us was the signal for charging, and, to my astonishment, they instantly gave way with a speed we could not equal: their officer, who deserved to command better soldiers, was taken prisoner, with his two field-pieces.

"Hitherto twilight had hid our force; full day shewed to the enemy the Nereide's small band of volunteers, consisting of 50 seamen and the same number of marines; the strongest battery in their possession, and to gain which it was necessary to pass the river Jacotel at the foot of a high hill, covered with wood, and defended by the commandant of the Savanna district, Colonel Etienne Colgard, with two cannons and a strong body of militia. Owing to the late heavy rains, we found the river swelled, and the current so strong, that the tallest man could scarcely wade, the short were helped over, and more than half the party upon the swim, and in the thick of the fire from the enemy; but this difficulty was no sooner surmounted (though not without the loss of the greatest part of our ammunition), than three cheers warned the enemy to prepare for the bayonet. The Jungle hill, two guns, battery, and colours were carried in style, and the commandant, Colonel Colgard, taken prisoner; nor do I think an officer or man of the party, except myself, had an anxious thought for the result of this unequal affair.

"Having spiked the guns and one mortar, burned and destroyed the carriages, the works, magazines, &c. and embarked the field-pieces, some naval and military stores, I was upon the point of returning to the ship, when the strong party I had driven from the first battery and field-pieces appeared to have recovered from their panic, re-assembled, strongly reinforced by the militia and bourgeois inhabitants of the island, upon our left; and as the Nereide's attack of Jacotel was the first ever made upon any point of the Isle of France, and knowing its principal defence consists in its militia, I determined upon running some risk of letting them know what they had to expect if their island were ever attacked by a regular British force. Moving towards them, they at the same time advancing within musket-shot, they opened their fire, and I instantly turned direct into the country in an oblique line to them, to get into their rear, and if so, not to leave to the defeated party the resource of a retreat: at first they halted and remained upon their ground, but the moment we began to move in quick time, and they understood my intention, they again beat us in fair running for more than a mile into the country. On returning to our boats, we burned the signal-house, flagstaff, &c. a mile from the beach; and having sounded well the harbour, and done all that I wished, I again embarked, and returned to the Nereide.

"I now beg you will allow me to express how highly I approve of the gallant and regular conduct of every officer and man landed: indeed, I feel myself under the greatest obligation to the seniors, Lieutenants Burn, Laugharne, and Deacon,

and Lieutenant Cox commanding the marines, with Lieutenant Desbrisay under him. I have to regret my return of killed and wounded*.

"The loss of the enemy could not be ascertained, nor do I know the force opposed to us, but from every information gained, and from the French officers themselves, they declare that 600 men can reinforce the batteries by signal in an hour. I remained on shore four hours in a clear morning, and the signal was flying the whole time."

Copy of a Letter from Captain J. Rowley *to Vice-Admiral* Bertie, *dated Boadicea, Road of St. Denis, Isle of Bourbon, July* 11.

"Sir,——I feel much satisfaction in announcing to you the surrender of the Isle of Bourbon to his Majesty's arms. According to the communication I had the honour to make to you on the 14th ult. I proceeded to the Isle of Rodriguez, where having joined the transports from India, and, in concert with Lieutenant-Colonel Keating, made the necessary arrangements relative to the troops, and embarked on board the Boadicea and Nereide as many as they could stow, we proceeded to join the ships of the squadron which I had left off the Isle of France, under the orders of Captain Pym, blockading the three frigates of the enemy then in the port, having previously detached a light transport to apprize them of our sailing. We joined them at the appointed rendezvous, between the Isles of France and Bourbon, on the 6th; and having embarked on board the frigates the remainder of the European part of the native troops, made all sail in the evening towards the points of attack, it being intended to push on shore the greatest part of the force with all possible celerity; for which purpose each ship was provided with additional boats, taken from the transports. While the main force drew the attention of the enemy off St. Marie, about two leagues to the eastward of the town of St. Denis, Captain Pym, with his usual skill and activity, effected a landing about two p. m. from the Sirius, of all the troops embarked on board of her, at a part of the beach called Grande Chaloupe, six miles to the westward of the town, where the enemy were totally unprepared for an attack. The Riviere des Pluies, about three miles to the east of St. Denis, was intended for the other point of descent. The remaining four frigates (when it was supposed the first landing was secured) immediately pushed for anchorage, and were followed by the transports as they arrived. The weather, which till now had been favourable, began to change: the beach on this side of the island being steep and composed of large shingles, is generally of difficult access, but it was supposed, in reconnoitring it, that the landing was practicable; and Captain Willoughby, who undertook to superintend it, pushed off in a small prize schooner, captured by the Nereide, with a party of seamen and a detachment of light troops, and with some of the boats which followed, effected a partial landing, but the surf still increasing, several

* 1 Killed, and Lieutenant H. C. Deacon, with 6 men, wounded.

were stove on the beach. It being, however, considered by Lieutenant-Colonel Keating of much importance to effect the landing on this point, a light transport was placed with great judgment by Lieutenant Lloyd, of the Boadicea, in order to act as a break-water, but the stern cable parting, she only formed a momentary cover for a few boats; and, notwithstanding every exertion of the skill and experience of Captain Willoughby, the officers and seamen, it was found necessary, on the close of the day, to relinquish any further attempts at this point for the present. I am concerned to state, that two seamen and two soldiers were drowned on this occasion: the party, however, maintained their ground, and took possession of the battery and post of St. Marie during the night. The Magicienne, with two transports, was now detached to support the brigade landed at Grande Chaloupe; but Captain Curtis alone gained the anchorage, and landed the troops embarked in her. In the morning of the 8th, the beach still appearing unfavourable, I weighed, at the desire of Lieutenant-Colonel Keating, and proceeded to the anchorage off Grande Chaloupe, where he landed the remainder of the guns, troops, &c. The transports had been left in charge of the Iphigenia, and Captain Lambert, with much activity and exertion, landed the troops embarked in her. I directed Captain Pym to proceed with the Sirius and Magicienne, to be ready to act with the troops off St. Denis, when at ten p. m. I received a message from Lieutenant-Colonel Keating, that he had entered into a capitulation with the enemy; and at his desire, I landed next morning, in company with Mr. Farquhar, appointed to the government of the island (who had done me the honour to embark in the Boadicea), when we signed the annexed terms of capitulation.

"I had previously directed Captain Pym, by signal, to take possession of the shipping at St. Paul's; in effecting which, Lieutenant Norman, in the barge of the Sirius, captured a French brig (that had sailed with despatches for the Isle of France), in a style which does that officer much credit: I beg to transmit Captain Pym's report of the affair.

"For a detail of the operation of the troops on shore, which led to the surrender of the island, I beg leave to refer you to Lieutenant-Colonel Keating's despatches: his plan of attack was so ably concerted, and executed with so much decision, as to occasion a speedy termination of a contest, which, if protracted, must, from the nature of the country, have occasioned much loss.

"It now, sir, becomes a pleasing part of my duty to notice the cordial unanimity and zeal that prevailed between all ranks of the army and navy on the service we have been engaged in. To Captains Pym, Lambert, Curtis, and Willoughby, I feel particularly indebted, for the prompt assistance and support I received from them on every occasion; and the active exertions of the officers and men on this short but fatiguing service could not be surpassed.

"Lieutenant-Colonel Keating has mentioned, in high terms of approbation, the conduct of Captain Willoughby, the officers and seamen employed on shore with the troops; and Lieutenant Cottel, with the brigade of marines under his orders.

"As the superior force of the enemy stationed at the Isle of France will not allow me to detach any part of the squadron, I have directed Lieutenant Bobb, first of the Boadicea, to proceed with the despatches in the Anna, the fastest sailing transport of those destined to the Cape: the merits of this officer are well known, sir, to you, and I cannot mention in too strong terms of commendation his unremitting zeal and assiduity, to which I feel so highly indebted."

SIR, *H. M. S.* SIRIUS, *at anchor at St. Paul's, July* 11.

In putting your order in force to anchor at St. Paul's, I was fired at by all the batteries, and on shewing a truce, they repeated it with many shells: however, during my stay in the bay, I clearly saw that a brig was getting ready to sail that night. At eleven o'clock I despatched Lieutenant Norman in the barge to bring her out, or cut her off: he found, by boarding the other vessels in the bay, that she sailed about nine o'clock; he pushed on, and after a hard row of nearly twelve hours, came up with, and in a most gallant manner rowed through her fire, boarded and took her. She is the Edward of Nantz, pierced for 16 guns; has only four 12-pounders and 30 men on board; was charged with despatches for the Isle of France. I am happy to say, we have only three men wounded, and not dangerously. (Signed,) S. PYM.

P. S. She is sixteen months old, 245 tons, coppered and copper-fastened, and, in my opinion, a very fit vessel for a packet.

CAPITULATION *for the Surrender of St. Denis the Capital, and the whole Island of Buonaparte, agreed upon between Colonel* ST. SUSANNE, *commanding the Island of Buonaparte for his Majesty the Emperor of France, King of Italy, &c. &c. on the one hand; and Commodore* ROWLEY, *commanding his Britannic Majesty's Squadron, Lieutenant-Colonel* KEATING, *commanding his Britannic Majesty's and the Hon. Company's Land Forces, and* R. J. FARQUHAR, *Esq. on the other.*

The whole of the Island of Buonaparte shall be delivered up to his Britannic Majesty; the city of St. Denis at twelve o'clock to-morrow, the 9th of July, and the other military stations in succession, as early as intelligence of the present capitulation can be communicated.

At twelve o'clock to-morrow, the French troops which occupy the arsenal and imperial battery shall evacuate their post; and the grenadier company of his Majesty's 86th regiment, and the grenadier company of the 6th Madras native regiment, will take possession of them, when the French flag shall be struck, and that of his Britannic Majesty's displayed.

The troops of the line and *garde nationale* shall be allowed all the honours of war; they shall march out of the city with their arms and baggage, drums beating, matches lighted, together with their field artillery; they are to lay down their arms on the sea face in front of the imperial battery: the troops of the line

are to surrender themselves prisoners of war, and to be embarked as such for the Cape of Good Hope, or for England.

In consideration of the distinguished character of Colonel St. Susanne and his officers, and of their gallant defence of the place, the officers of all ranks are allowed to preserve their swords and military decorations; they are to continue prisoners of war, and to embark for the Cape of Good Hope or for England. Colonel St. Susanne and his family shall be allowed a passage to the Isle of France, or to France, upon giving his parole of honour not to serve during the war, or till he shall be regularly exchanged.

Funeral honours shall be paid to the French officers who have fallen in the battle, according to their respective ranks.

An inventory shall be made of property of all descriptions belonging to the state, which shall be delivered over to the person appointed by the English government to receive it. All warlike stores, magazines, provisions, charts, plans, and archives are included in this article.

The laws, customs, and religion of the inhabitants, as well as their private property of all descriptions, shall be respected and insured to them.

Done at St. Denis, the 8th of July, 1810, at six o'clock p. m.

(Signed,) ST. SUSANNE, *Col. Com. of the Isle of Buonaparte.*
J. ROWLEY, *commanding his Britannic Majesty's Squadron.*
HENRY S. KEATING, *Lieut.-Col. commanding.*
R. FARQUHAR.

(True copy,) C. H. J. PEARCE, *Major of Brigade.*

Copy of a Letter from WILLIAM SHIELD, *Esq. to* J. W. CROKER, *Esq. dated at the Cape, Sept.* 24.

"SIR,——It is with the deepest regret that I acquaint you, for the information of the Right Honourable the Lords Commissioners of the Admiralty, with the loss of a part of his Majesty's squadron. The account I have now the honour to present you, came to my knowledge by his Excellency Lord Caledon having had the goodness to send, for my perusal, despatches he received last night by the late master of the Sirius from the governor of Bourbon. I have transcribed and inclosed such parts thereof as may lead their lordships' judgment to the extent of this disastrous event.

"The Isle de la Passe had fallen by assault from a party landed by two of the frigates; subsequent to which, the Bellona, Minerva, and Victor arrived, and ran into Port South-East, with their prize the Honourable East India Company's ship Ceylon, taken in company with the Windham, after a gallant resistance, on their way from the Cape to Madras, with a part of the 24th regiment on board. The Windham was turned from Port South-East, and recaptured by the Sirius, but the troops had been removed to the Bellona.

"Captain Pym appears to have immediately determined on attacking these ships, and to his not being aware of the difficulties of the navigation within the port, is to be attributed his failure, and the loss of the king's ships. The Sirius and Magicienne were burned by their crews, after doing every thing that was possible to extricate the ships from the situation they had fallen into. The Nereide, after every officer and man on board was either killed or wounded, fell on shore a mere wreck, and was taken possession of by the enemy.

"I am sorry to add to this list of misfortunes, that the Ranger transport, laden with provisions for the squadron, and having some stores on board, has also fallen into the hands of the enemy.

"The transports having the troops on board, and which were to have sailed yesterday from hence without convoy, will be prevented putting to sea by the arrival of this lamented intelligence.

"If it should prove that I have not been exactly correct in the information I have now given, I hope for their lordships' indulgence, and that they will impute it to my anxiety to give them the most early intimation of so important an event.

"P. S. Captain Willoughby has lost an eye, and is otherwise wounded, and is in the hands of the enemy."

Copy of a Letter from Captain Pym *of his Majesty's late Ship the Sirius, addressed to Captain* Rowley *of the Boadicea, dated L'Isle de la Passe, Aug.* 24.

Sir,——By my last you were informed of my intention to attack the frigates, corvette, and Indiamen in this port. The Magicienne having joined just as the recaptured ship was about to make sail, I sent Captain Lambert orders to bring her and the gun-brig with all despatch off L'Isle de la Passe; and that the enemy in Port Louis should not be alarmed, I made all sail round the south side, and although blowing very hard, reached L'Isle de la Passe next day. At noon, the Nereide made signal, "Ready for action:" I then closed, and from the situation of the enemy, decided on an immediate attack; and when her master came on board as pilot, made signal to weigh, but when within about a quarter of an hour's run of the enemy, he unfortunately ran me on the edge of the inner narrow passage. We did not get off (and that with wonderful exertion) until eight o'clock next morning. At noon on the 23d, the Iphigenia and Magicienne came in sight: the enemy having moved further in, and making several batteries, as also manning the East India ship, and taking many men on board the frigates, I called them to assist in the attack, having all the captains and pilot on board; and being assured we were past all danger, and could run direct for the enemy's line, we got under weigh, and pushed for our stations; viz. the Sirius along side the Bellone, the Nereide between her and the Victor, the Iphigenia along side La Minerve, and the Magicienne between her and the East India ship; and just as their shot began to pass over us, sad to say, the Sirius grounded on a small bank not known.

Captain Lambert joined his post, and had hardly given the third broadside before his opponent cut her cable. The Magicienne, close to the Iphigenia, ran on a bank, which prevented her bringing more than six guns to bear. The poor Nereide nearly gained her post, and did in the most gallant manner maintain that and the one intended for the Sirius until the Bellone cut. All the enemy's ships being on shore, and finding the Sirius could not get off, the whole of them opened their fire on the Nereide; and even in this unequal contest, and being aground, she did not cease firing until ten o'clock, and sorry I am to say, that the captain, every officer and man on board, are killed or wounded.

Captain Lambert would have immediately run down with the enemy, but there was a shoal a very little distance from and between him and them; he did all that could be done, by keeping open a heavy although distant fire: nothing was wanting to make a most complete victory, but one of the other frigates to close with the Bellone.

I must now inform you, that the moment we took the ground every possible exertion was made to get the ship off, by carrying out stream and kedge anchors, but both anchors came home together. I then got a whole bower cable and anchor hauled out (not a common exertion for a frigate), as also the stream, and although having the one with capstan, and the other with purchase on purchase, we could not move her one inch, from the nature of the ground, and the very heavy squalls at that time. We continued lightening every thing from forward, and made many severe but fruitless attempts to heave the ship off before daylight, but all to no effect. At that time the Nereide was a perfect wreck; the Magicienne in as bad a situation as the Sirius; no possibility of the Iphigenia closing with the enemy; the whole of the enemy on shore in a heap. We then tried the last resource, by warping the Iphigenia to heave us off, but could not get her in a proper situation until the 25th in the forenoon.

I had a survey by the captains, masters, and carpenters, in which they agreed that it was impossible to get the ship off. I had the same report yesterday from Captain Curtis, and that his men were falling very fast: I ordered her to be abandoned at dusk, and burned; and as the enemy's frigates cannot get off, I thought it most prudent to preserve L'Isle de la Passe, by warping the Iphigenia for its support; and having no prospect of any other immediate support, I thought it most prudent to quit my ship, then within shot of all the enemy's posts and ships, and only being able to return their fire from two guns. After seeing every man safe from the ship, Lieutenant Watling and myself set her on fire; and I trust, sir, although my enterprise has been truly unfortunate, that no possible blame can be attached to any one: for never did captains, officers, and men go into action with a greater certainty of victory; and I do aver, that if I could have got along side the Bellone, all the enemy's ships would have been in our possession in less than half an hour. My ship being burned, I have given up the command to

Captain Lambert, and have recommended his supporting and protecting this island with his ship and the ships' companies of the Sirius and Magicienne. Provisions and water will be immediately wanted.

(Signed,) S. PYM.

Copy of a Letter from Vice-Admiral BERTIE *to* J. W. CROKER, *Esq. dated on board his Majesty's Ship the Africaine, St. Paul's, Isle of Bourbon, Oct.* 13.

SIR,——Following the intentions communicated by my letter addressed to you of the 26th August, I have the honour now to acquaint you, for the information of their lordships, that having made the necessary dispositions and arrangements previous to my departure from the Cape, I hoisted my flag on board the Nisus, and sailed on the 4th ult. in that ship for the Isle of France. Having made the land on the 2d inst. I proceeded to reconnoitre Port South-East, and from thence to Port Louis, where, having cruised forty-eight hours, and not falling in with any ship of the blockading squadron, I proceeded to this anchorage for information of them, where I found lying his Majesty's ships Boadicea, Otter, and Staunch gun-brig, together with his Majesty's ships Africaine and Ceylon, which had been taken by and recaptured from the enemy, and the imperial French frigate La Venus, also captured from the enemy.

The details, copies of which I have the honour to transmit herewith, will fully explain to their lordships the circumstances of the occupation of the Isle de Passe, as well as the subsequent unfortunate result of a very gallant attack made on the enemy's ships in Port South-East by the Sirius, Captain Pym, the Magicienne, Captain Curtis, the Iphigenia, Captain Lambert, and the Nereide, Captain Willoughby, which ended in the unavoidable destruction of the two former of his Majesty's ships, and the surrender to the enemy of the Iphigenia and Nereide, the latter after a glorious resistance, almost unparalleled even in the brilliant annals of the British navy.

A momentary superiority thus obtained by the enemy has been promptly and decisively crushed by the united zeal, judgment, perseverance, skill, and intrepidity of Captain Rowley, in his Majesty's ship Boadicea; the value and importance of whose services, long conspicuous and distinguished as they have been, have fully justified the selection and detention of him as the senior officer conducting the blockade of this station; and who, in the present instance, almost alone and unsupported, but by the never-failing energies and resources of his active and intelligent mind, under circumstances, as may be easily imagined, of extreme anxiety, mortification, and disappointment, in a few hours not only retook his Majesty's ships Africaine and Ceylon, but captured also the largest frigate possessed by the enemy in these seas, and has thus restored the British naval pre-eminence in this quarter, which his talents have long so successfully contributed to maintain. Nor can I omit to offer the tribute so justly due to the memory of the gallant

Captain Corbett, of his Majesty's ship Africaine, whose meritorious eagerness to check the triumph of an exulting enemy impelled him to an unequal contest, in which he nobly fell, defending the cause of that country to whose service his valuable life had been most usefully and most honourably devoted.

Under the pressure of these events, the arrival of the Nisus was to be considered as most opportune, as every exertion had been already employed with a view to the equipment of the Africaine and Ceylon, which ships, though severely cut up in the masts and rigging (the lower masts being unfit for further service), had fortunately, at the time of their recapture, part of their crews on board. I fully concurred in the expediency and the absolute necessity of this measure, the adoption of which, and the carrying it into effect with the least delay, is of the most serious importance to the ultimate success of the operation, now ripe for execution, against the Isle of France; and having found it further practicable to equip the Venus in furtherance of this object, I have not hesitated to commission her, for the time being, under the name of the Nereide, in commemoration of the gallant defence of his Majesty's ship bearing that name. Notwithstanding the very many local difficulties and disadvantages with which we have necessarily had to contend in the execution of these plans, the squadron, now on the eve of sailing from these roads, consisting of the ships named in the margin*, exhibits a striking, and no less gratifying, instance of what may be effected by British exertion and British perseverance.

I should at the same time be very deficient, were I not to avail myself of the opportunity now afforded me of expressing the obligations of the service to the lieutenant-governor and commander of the forces in this island, Lieutenant-Colonel Keating, to whom it is indebted, not only for his co-operation, as well as that of the whole military force, and not only for the application of every civil means at his command, but for that spirit and zealous emulation wherever the navy is concerned, which has most anxiously anticipated the appropriation of every resource to its service, and the influence of which has been extended throughout this division of the army.

Among other vessels captured by the enemy, I regret to mention the Ceylon and Wyndham, Honourable East India Company's ships, and the Ranger transport, from the Cape, having on board provisions and stores for the squadron. I am happy to add, that the Wyndham has since been retaken, and is arrived here, and the Venus was found to have on board the greater part of the stores and provisions taken in the Ranger, both of which circumstances have been particularly advantageous: the lower masts of the Wyndham have been applied to the Africaine, and the victualling of the squadron is, by means of the provisions found in the Venus, completed to four months.

It is further of still greater moment that I should apprize you, for the informa-

* Boadicea, Africaine, Ceylon, Nisus, and Nereide.

tion of their lordships, that Major-General Abercrombie, who, with his whole staff, was embarked in the Ceylon, and who is intrusted with the command of the expedition against the Isle of France, was recaptured in that frigate.

As the squadron will proceed to sea in a few hours after the closing of these despatches, I trust I shall stand excused to their lordships in deferring to a future opportunity the several returns and details of the squadron, as well as a statement preparing of work performed in each department, which, in the short space of three weeks, through the unremitting and unwearied exertions that have been displayed, has been such as to complete the equipment of the squadron, and to render the whole thoroughly effective.

I should add, that the light brigade of the troops from hence is embarked, to the number of 600 men, on board the five frigates, who are doing duty as marines until their services shall be required on shore. (Signed,) A. BERTIE.

Copy of a Letter from Captain J. ROWLEY *to Vice-Admiral* BERTIE, *dated his Majesty's Ship Boadicea, St. Paul's Road, Isle of Bourbon, Sept.* 21.

SIR,——I had the honour to transmit to you, on the 31st of August, Captain Pym's report of a gallant and successful attack by his boats on the Isle de la Passe, and I beg to second his recommendation of Lieutenants Chads and Watling for their conduct on that occasion. Under the same cover, I also transmitted Captain Pym's detail of his subsequent operations at Grande Porte. The urgency of the service we were then engaged in prevented me from entering more minutely into particulars: the Boadicea was then under weigh proceeding to Grande Porte, in hopes of relieving the Iphigenia, the only frigate left by the disasters which had befallen our squadron. It is now my duty to give you a more detailed account of our operations.

I had acquainted you with the intentions of Colonel Keating, in concert with myself, to establish a strong military post at Flat Island, after the occupation of Isle de la Passe. For this service, the Bombay merchant-transport was prepared with water and provisions for the supply of both places, and the flank battalion, under the command of Lieutenant-Colonel Austin, with a proportion of artillery, was in readiness to embark; when, on the evening of the 22d of August, by the arrival of the Wyndham recaptured Indiaman, I learned that the Bellone and Minerve French frigates, Victor corvette, and Ceylon captured Indiaman, had forced the passage by Isle de la Passe into Grande Porte, and that it was Captain Pym's intention to attack them there.

Two of the flank companies and a detachment of artillery were immediately embarked on board the Boadicea; the transport, with the remainder of the force, was directed to follow us as expeditiously as possible. From baffling winds, our passage was very tedious. On the morning of the 27th we picked up a boat, with an officer and fourteen men, despatched with letters from Captains Pym and

Lambert, which I transmitted to you: these made me acquainted with the unfortunate result of the attack on the frigates in Grande Porte. Next morning at daylight I made Isle de la Passe, and perceived two of the enemy's frigates close off the port: we stood nearly within gun-shot of one of these, and within five or six miles of Isle de la Passe, under which the Iphigenia was anchored, making signals to her; but a third sail, which we afterwards learned was the Astrea frigate, appearing to windward, I thought it prudent to tack off, and was immediately chased by the French squadron: of these, the Venus, from her superiority of sailing, might soon have brought us to action, but appeared to wait for her consort, La Manche. Towards daybreak they hauled off; but as I judged it advisable to draw them down as far as possible from their station, in order to give the transport an opportunity to succour the Iphigenia, and favour the escape of both, I again stood towards the French frigates, when they resumed their chase, and continued it until our arrival off St. Denis. From thence I immediately despatched an express to Captain Tomkinson, to move with his ship's company on board the Wyndham, and join me off the island, the Otter being dismantled for heaving down. On my arrival off St. Paul's, I found that Captain Tomkinson, considering the Wyndham unfit for immediate service, had declined the command of her; in consequence of which, Captain Lynne had, with the most indefatigable exertions, fitted the Emma transport with her guns, and joined me off the port.

For the promptitude and expedition with which this aid was afforded me, as well as for the most ample assistance on every occasion, I am indebted to Colonel Keating, who has spared neither personal exertions, nor the resources with which his situation commands, in facilitating the supplies of the naval service, and assisting me by reinforcements of his troops.

With the Emma in company, I resumed my route towards the Isle of France; but finding that she could not keep company, I detached her to windward from Round Island to Rodriguez, in order to give notice to any of our ships she might meet, of the comparative state of our naval force and that of the enemy. I then proceeded with the Boadicea off Isle de la Passe, and on our arrival there, found the Iphigenia gone, and four ships at anchor in Grande Porte: these we have since learned were the Bellone, Minerve, Nereide, and Ceylon (East India ship): the first with top-gallant-yards across, sails bent, and apparently ready for sea; the second with jury top-masts, and the third with jury fore and mizen-masts. I have also understood from the prisoners lately taken in the Venus, that they were shortly to proceed round to Port Louis, and that the slaughter on board of them had been very great.

Finding that nothing was to be effected as affairs then stood, I returned to this port, where I anchored on the 11th of September.

Captain Lambert is said to have capitulated for the Iphigenia and Isle de la Passe the day before we first arrived off there, on condition that all the officers

and men should, in one month from the date of the capitulation, be sent from the Isle of France to some port in the dominions of his Majesty, not to serve against France or her allies till exchanged. (Signed,) J. ROWLEY.

Copy of a Letter from Captain J. ROWLEY *to Vice-Admiral* BERTIE, *dated his Majesty's Ship Boadicea, St. Paul's Road, Isle of Bourbon, Sept.* 21.

SIR,——I weighed anchor from the bay of St. Paul's on the morning of the 12th of September, in company with the Otter sloop and Staunch gun-brig, in order to attack two of the enemy's frigates, the Astrea and Iphigenia, which were in the offing to windward. When under weigh, I received an intimation from Colonel Keating, that an English frigate was said to have arrived at St. Denis; and as we stood out clear of the bay, I had the satisfaction of recognising the Africaine, which joined me in the chase: by superior sailing, and having the same breeze as the enemy, she was enabled to close with them before dark, and led by her signals, the Boadicea was gaining fast upon them, when at three a. m. a heavy firing was observed between the frigates, at that time between four and five miles ahead of the Boadicea. I concluded that it was Captain Corbett's intention merely to attempt crippling the enemy, in order to enable us sooner to close with them; but unfortunately at that moment the winds became light and variable, and the Africaine becoming unmanageable under the fire of both ships (one in a most destructive raking position), after a most gallant though unequal contest, was obliged to surrender, and the firing ceased at about fifteen minutes after four in the morning.

Day dawned, and shewed us the result: the enemy appeared to have suffered little; the Africaine was in their possession, with no apparent loss but that of her mizen-top-mast. Such a state did not appear to justify my commencing an attack on a force so much superior, particularly in the present critical situation of our affairs, when mine was the only British frigate in these seas, and we knew of two other frigates of the enemy and a corvette cruising in the neighbourhood: I therefore made sail to bring up the Otter and Staunch, then out of sight; and having soon rejoined them, I led them towards the enemy, who, at our approach, abandoned the Africaine, leaving an officer and nine Frenchmen in charge of her, with most of the wounded, and about 83 of her crew, whom they had not time to remove. The extent of her loss in killed and wounded I have not been able to ascertain, but it must have been considerable. It is with deep regret that I have to mention the loss of my gallant friend, Captain Corbett; he was wounded early in the action, and died a few hours after it had ceased: in him the service has lost one of its best officers.

I cannot conclude without mentioning, in terms of approbation, the steadiness and zeal manifested by my first lieutenant, Mr. Laugharne, the officers and ship's company under my command, and beg leave to recommend them to your favourable notice. (Signed,) JOSIAS ROWLEY.

The under-mentioned statement of the killed and wounded belonging to the Africaine, is as correct as I have been able to obtain:

24 Seamen, 8 marines, and 4 soldiers, killed; 52 seamen, 11 marines, and 8 soldiers, wounded.

Total, 36 killed and 71 wounded.

NAMES *of* OFFICERS *killed and wounded.*

Killed.—Robert Corbett, Esq. captain, and Mr. Parker, master.

Wounded.—T. Tullidge, senior lieutenant, carried a prisoner into the Isle of France; C. Forder, second lieutenant, at the hospital, St. Paul's; J. Jackson (2), lieutenant of marines, at the hospital, St. Paul's; Mr. Theed, master's mate, at the hospital, St. Paul's; Mr. Merder, midshipman, at the hospital, St. Paul's; Mr. Jones, midshipman, a prisoner in the Isle of France; and Mr. Leech, midshipman, in the Isle of France.

Copy of a Letter from Captain J. ROWLEY *to Vice-Admiral* BERTIE, *dated his Majesty's Ship Boadicea, St. Paul's Road, Isle of Bourbon, Sept.* 21.

SIR,——I have the honour to inform you, that after having anchored in this bay on the morning of the 18th September, I discovered soon after three sail in the offing, two of which appeared to have suffered in their masts and rigging. I immediately weighed anchor, in company with the Otter sloop and Staunch gun-brig, but from light winds was unable for some hours to clear the bay, at which period the ships were nearly out of sight.

The Boadicea having the advantage of a fresh breeze, neared the enemy: one of them, which had a crippled frigate in tow, cast her off, and made all sail away from us; the third bore up under her courses (having lost her top-masts), to protect the other, which enabled us to close with her: we soon ran her along side, and after a short but close action, having lost nine killed and fifteen wounded, she struck to the Boadicea, and proved to be the French imperial frigate Venus, of 44 guns, with a complement, on leaving the port, of 380 men, commanded by Commodore Hamelin, senior officer of the French squadron in India, victualled and stored for six months.

She had, in the early part of the morning, in company with the Victor corvette, captured, after a most gallant defence, his Majesty's ship Ceylon, commanded by Captain Gordon, having on board General Abercrombie and his staff, bound for this island.

I made the signal for the Otter to take possession of the Ceylon, while we took the Venus in tow, and they are both arrived in these roads, where I trust we shall in a few days have them and the Africaine in a state for service, which will again restore us to our accustomed ascendency in these seas; Colonel Keating having, with that zeal he has manifested on every occasion, offered to complete their complements from the force under his command.

It is with much satisfaction I have again to call your attention to the gallantry and zeal manifested by my officers and ship's company in presence of the enemy; to which I have also to add that of Lieutenant Ramsay of the 89th, with his detachment, doing duty on board. To Lieutenant Laugharne I feel much indebted, for his able assistance in taking charge of, and conducting into port, the Africaine and La Venus, and beg you will have the goodness to recommend him to the Lords Commissioners of the Admiralty.

I think it my duty to mention the active zeal shewn by Captain Tomkinson of the Otter, and Lieutenant Strutt, commander of the Staunch gun-brig, both on the present service and those on which we have lately been engaged: the latter is an officer of long service, whose merits being well known to you, renders it unnecessary for me to recommend him to your notice.

(Signed,) JOSIAS ROWLEY.

Copy of a Letter from Captain GORDON *to Rear-Admiral* DRURY, *dated H. M. S. Ceylon, St. Paul's, in the Island of Bourbon, Sept. 22.*

"SIR,——I have to inform your excellency, that, agreeably to your orders, I proceeded towards the Island of Bourbon, and on the 17th inst. being in expectation of falling in with the blockading squadron off the harbour of Port Louis, I reconnoitred that port, and estimated the enemy's force at seven frigates and one large corvette. Not finding the squadron, I bore up at noon for the Island of Bourbon. At one, two of the enemy's ships were observed coming out of port, and were soon discovered to be in chase of his Majesty's ship; the headmost gained fast, and the sternmost slowly. I continued under the same sail, endeavouring to draw them as far as possible, which also tended to extend the distance of the chasing ships. At fifteen minutes past twelve, on the enemy's coming along side, I found her to be a frigate of the largest class. After a severe conflict of one hour and ten minutes, she hauled off and dropped astern, which I concluded was to wait her consort's coming up.

"Finding the great superiority of force I encountered (having drawn my conclusion of the enemy's force before dark), I lost not a moment in repairing my rigging, which was much cut, and made sail, in hopes of reaching the island. At two, descried the enemy's second ship. At fifteen minutes past two, the enemy's headmost frigate coming along side, I shortened sail to the top-sails, and renewed the action. At four, I had the satisfaction to see her mizen-mast and three top-masts go by the board: a few minutes afterwards, the Ceylon's fore and main-top-masts fell. At this time his Majesty's ship, being unmanageable, had suffered severely, the rigging and sails being cut to pieces, which entirely precluded all further manœuvre. The action was maintained and continued with great spirit. At five a. m. the enemy's fore and main-masts standing, with the assistance of his fore-sail, enabled him to wear close under our stern, and take a raking position under our lee

quarter. His Majesty's ship lying an unmanageable wreck, I directed the mizen-top-sail to be cut away, and endeavoured to set a fore-stay-sail, in hopes of getting the ship before the wind, but without effect. The second ship having opened her fire, with the great advantage the enemy had by having both his ships under command, enabled him to take and keep his raking position, and pour in a heavy and destructive fire, while his Majesty's ship could only bring a few quarter guns to bear. In the shattered and disabled state of his Majesty's ship, a retreat was impossible. The superiority of the enemy's heavy and destructive fire left me no hopes of success. Reduced to this distressful situation, feeling the firmest conviction that every energy and exertion was called forth, under the influence of the strongest impressions I had discharged my duty and upheld the honour of his Majesty's arms, feeling it a duty I owed to the officers and crew, who had nobly displayed that bravery which is so truly their characteristic, when I had lost all hopes of saving his Majesty's ship, to prevent a useless effusion of blood, I was under the painful necessity of directing a light to be shewn to the second ship that we had struck.

"I think it a duty I owe to Captain Ross of his Majesty's 69th regiment, to thus publicly acknowledge the able support I received from him and his party of men, who were acting as marines for the time being.

"The enemy's force proved to be the Venus, of 44 guns and 380 men, and the Victor, of 20 guns and 150 men; the former mounting 28 18-pounders on her main-deck, and 12 40-pounders and 4 long 9's on her quarter-deck and forecastle.

"Subscribed is a list of killed and wounded."

List *of killed and wounded.*

Killed.—10 Seamen.

Wounded.—31, including Captain Gordon (severely); Mr. Oliver, master; and Mr. Graham, boatswain.

Copy of a Letter from Vice-Admiral Bertie *to* J. W. Croker, *Esq. dated Africaine, in Port Louis, Isle of France, Dec.* 6.

Sir,——I have the honour to announce to you, for the information of their lordships, the capture of the Isle of France and its dependencies, comprehending the extirpation of the naval force of the enemy in these seas, and the subjugation of the last remaining colonial territory of France.

By my communication addressed to you on the 12th of October last, and forwarded to England by the Otter, from Bourbon, I had the honour to acquaint you, that I was on the point of resuming the blockade of the Isle of France: I accordingly arrived off this port on the 19th, and finding the whole of the enemy's ships in the harbour, and two only apparently in a state of forward equipment, I left Captain Rowley, with the Boadicea, Nisus, and Nereide*, to watch the move-

* Late La Venus, captured by Commodore Rowley.

ments of the enemy; and having previously detached the Ceylon and Staunch to convoy the division of troops from Bourbon to Rodriguez, I proceeded with the commander of the forces (Major-General the Hon. John Abercrombie), who had embarked in the Africaine, towards that anchorage. On the 24th, I was joined by Rear-Admiral Drury, with a division of his squadron as per margin*; and taking under my orders for the time being the rear-admiral with the ships under his command, I was enabled to strengthen the blockading squadron by detaching the Cornelia and Hesper for that purpose; and with the others made all sail for Rodriguez, where the squadron arrived on the 3d of November, and found lying there the division of troops from Bombay. On the 6th arrived the division from Madras, under convoy of the Psyche and Cornwallis. On the 8th, Rear-Admiral Drury sailed with the Russell, Phaeton, and Bucephalus, to resume his command in India. On the 12th arrived the division from Bourbon, under convoy of the Ceylon.

The divisions from Bengal and the Cape not arriving by the 20th, the season being so far advanced, and the anchorage (surrounded by reefs) by no means secure, more particularly for so large a number of ships, I determined on weighing with the whole of the fleet on the morning of the 22d, proposing the convoy should cruise to windward until joined by one or other of the divisions. Very fortunately, intelligence was received on the night of the 21st, that the Bengal division, under convoy of the Illustrious, was in the offing. General Abercrombie deemed it, as well as myself, advisable they should not anchor; but that, having communicated with the convoy, and given them such supplies as they might essentially require, we should proceed to the attack of the Isle of France, without waiting the junction of the troops expected from the Cape. The whole fleet accordingly weighed from the anchorage, and on the morning of the 29th bore up for the point of debarkation it had been determined to occupy in Grande Bay, about twelve miles to windward of Port Louis, where the Africaine leading in, the several ships of war followed with the convoy. According to a previous arrangement, the whole fleet were at anchor by ten o'clock a.m. consisting of nearly seventy sail; and the army, with their artillery, stores, and ammunition, the several detachments of marines serving in the squadron, with a large body of seamen, disembarked the same day, without a single loss or accident. A division of ships still maintained a vigilant blockade of the port; another division remained for the protection of the convoy at the anchorage; and a third, under my more immediate command, shifted their station as circumstances required, to keep up a more effectual communication with the army as it advanced, and which was dependent for its supplies of provisions and stores wholly on the resources of the navy.

On the 2d instant, the governor-general, De Caen, proposed terms of capitulation, and commissioners being appointed on both sides, a capitulation was signed

* Russell, Clorinde, Doris, Phaeton, Bucephalus, Cornelia, and Hesper.

and ratified on the morning of the 3d instant, at the British head-quarters; a copy of which I have the honour to transmit for their lordships' information.

In a combined operation of this nature, the ultimate success of which must essentially, in a great degree, be made to depend upon zealous and emulative co-operation and support through each gradation; and in the present instance, where these features have been so eminently conspicuous in every rank, and in every situation and circumstance, the recommendation of particular individuals to their lordships' more immediate notice may be deemed superfluous. It is, however, from a sense of justice, that I record the services of Captain Beaver of his Majesty's sloop Nisus, whom I intrusted with the superintendence of the whole arrangements for the disposition and debarkation of the army; and whose abilities and experience, on similar occasions, particularly qualified him to undertake this important duty. Nor should I omit to bear testimony to the unwearied exertions of Captain Patterson of his Majesty's ship Hesper, and of Lieutenant B. Street, commanding the government armed ship Emma, who were employed for many successive nights in sounding, and (as it has been proved) gained a perfect knowledge of the anchorage on the enemy's coast, and who were equally strenuous in their services, in various ways, on shore.

I beg also to recommend to their lordships' notice Lieutenant Edward Lloyd, who volunteered his services under the immediate eye of the commander of the forces; and in this, as well as many former instances, has received the most honourable testimonies of his gallantry.

I have the honour to transmit a copy of a letter addressed to me by Captain Montagu, of the royal navy, who commanded the first division of the seamen landed; as well as two extracts from general orders, issued at head-quarters. From the absence of some of the ships, I have not been able to collect the returns of the number of marines and seamen landed, or of the loss, but I have the satisfaction to know that it has been very inconsiderable.

The return of shipping, as correctly stated as I have yet been able to collect it, I have the honour to inclose. Various considerations have impelled me to despatch the Menelaus with the least delay possible; and having intrusted these communications to the care of Captain Rowley, who will be the bearer of them to their lordships, I beg to refer their lordships to him for every further particular; and to add, that his long and arduous services on this station have established a just claim to any honourable distinction it may please their lordships or the country to bestow on him. (Signed,) A. BERTIE.

A List *of Ships and Vessels of War present at, and assisting in, the Capture of the Isle of France.*

Africaine, Captain Graham, acting, Vice-Admiral Bertie; Illustrious, Captain Broughton; Boadicea, Captain Rowley; Nisus, Captain Beaver; Cornwallis,

Captain Caulfield; Clorinde, Captain Briggs; Cornelia, Captain Edgele; Doris, Captain Lye; Nereide, Captain Henderson, acting; Pysche, Captain Edgcumbe; Ceylon, Captain Tomkinson, acting; Hesper, Captain Patterson; Hecate, Captain Rennie, acting; Eclipse, Captain Lynne, acting; Emma, government armed ship, Captain Street, acting; Staunch gun-brig, Lieutenant Craig, acting; Egremont, government sloop, Lieutenant Forder; Farquhar, Mr. Hervey, midshipman; Mouche; Phœbe, Captain Hillyer; and Acteon, Lord Viscount Neville.

We, the undersigned, Major-General Henry Warde and Commodore Josias Rowley, nominated on the part of his Britannic Majesty by Vice-Admiral Albemarle Bertie, commander in chief of his Majesty's ships and vessels employed at the Cape of Good Hope, and the seas adjacent, and Lieutenant-General the Hon. John Abercrombie, commander of his Britannic Majesty's forces, on the one part; and M. Vandermaesen, general of division, member of the Legion of Honour, and commandant of the troops of his Imperial and Royal Majesty the Emperor of France at the Isle of France, and M. Victor Duprere, capitaine de vaisseau of his Imperial and Royal Majesty, nominated on the part of Charles de Caen, grand officer of the Legion of Honour, general of division, captain-general of the French settlements to the eastward of the Cape of Good Hope, on the other part; being severally and respectively armed with full powers to settle a treaty for the capitulation and surrender of the Isle of France, and all its dependencies, to the arms of his Britannic Majesty, do agree as follows:

Art. I. The troops of his Imperial and Royal Majesty the Emperor of France forming the garrison of the Isle of France, the officers and non-commissioned officers, the officers of the imperial and royal marine, and the crews of the ships of war, shall not be considered prisoners of war; neither the civil authorities.—*Answer.* The land and sea forces, officers, subalterns, and privates, shall not be considered as prisoners of war.

Art. II. The troops of his Imperial and Royal Majesty shall retain their arms and colours, without ammunition, and all their personal effects and baggage, to the extent of that which, upon honour, shall be declared private property.—*Answer.* They shall take away their effects and baggage.

Art. III. The troops of his Imperial and Royal Majesty, and the crews of the ships of the imperial and royal marine, shall be sent, with their families, to a port in European France.—*Answer.* They shall be conveyed, together with their families, to a port in the French empire.

Art. IV. For the above conveyance, I shall keep the four imperial frigates, La Manche, La Bellone, L'Astrée, and La Minerve, as well as the Victor and Entreprenante corvettes, with their officers, crews, guns, stores, and provisions.—*Answer.* Altogether inadmissible. The crews of the ships of war of the imperial and royal marine are provided for by the preceding article.

Art. V. To the above ships shall be added six transport vessels, to be selected by me, for our conveyance, with the necessary provisions for the crews and passengers.—*Answer.* Proper vessels shall be forthwith equipped as cartels, at the expense of the British government, provisioned and stored to convey the French garrison, and the crews of the ships of war, to European France. The same vessels to be at liberty to proceed to any port of England without delay.

Art. VI. These conditions being agreed to, I shall give up the colony and all its dependencies, the magazines, &c. Inventories shall be taken of all the articles belonging to the emperor, and to be preserved for him, and restored at a peace. —*Answer.* The colony and its dependencies shall be ceded unconditionally, no power being vested in the parties contracting to determine its future destination. Inventories shall be taken by commissioners, to be appointed on behalf of the contracting parties, of all public magazines and stores, which shall be given up to the forces of his Britannic Majesty in their actual state, and without deterioration.

Art. VII. The property of the inhabitants shall be respected.—*Answer.* All private property shall be respected.

Art. VIII. The inhabitants shall preserve their religion, laws, and customs.—*Answer.* The inhabitants shall preserve their religion, laws, and customs.

Art. IX. The colonists shall have the option, during two years to come, to quit the colony, with their respective private property.—*Answer.* They shall enjoy, during two years, the liberty of quitting the colony, with their property, in order to proceed to any place they may wish.

Art. X. The wounded or sick that it shall be necessary to leave in the hospitals, shall be treated the same as the subjects of his Britannic Majesty; French surgeons shall be permitted to remain with them, and they shall afterwards be sent to France, at the expense of the British government.—*Answer.* The wounded who may be left in the hospitals, shall be treated in the same manner as the subjects of his Britannic Majesty.

ADDITIONAL INSTRUCTIONS.

Art. I. The public functionaries of the French government of the Isle of France shall be permitted to remain in the colony for a reasonable period, to regulate and discharge their public accounts with the colonists.

Art. II. The morning of the 3d of December instant, at six o'clock a. m. possession shall be given to the troops of his Britannic Majesty of the forts of Du Mas, and the lines of the town of Port Napoleon, down to the bastion Fanfaron.

Art. III. The morning of the 4th of December instant, at six o'clock a. m. the Isle of Tonelieu, Fort Blanc, and the whole of the batteries of the harbour of Port Napoleon, and all the shipping, boats, ships of war and privateers, and merchant or other shipping of every description whatsoever, shall be given up to the naval and military forces of his Britannic Majesty; and all shipping lying in any other creek, port, or harbour of the island, shall equally be considered as the property of his Britannic Majesty.

Art. IV. The troops of his Imperial and Royal Majesty, and the crews of the ships of war and privateers, shall retire to the barracks of the town, where they shall continue until their final embarkation.

Art. V. That the subsistence of the French garrison, both officers and men, as well as of the officers and crews of the ships of war, so long as they shall remain here, shall be assured and provided for by the British government; the expenses arising thereform shall be considered as an advance, for which the French government is pledged.

Art. VI. That on the surrender of the port, as stipulated by the third additional article, all English prisoners of war, of whatever description, now in the Isle of France, shall be liberated.

Art. VII. That if any difference shall arise in the interpretation of any part of the foregoing, it shall be interpreted in favour of the French government.

This done and agreed at the British head-quarters, at Pamplemonus, at one o'clock a. m. the 3d day of December, 1810.

(Signed,) VANDERMAESEN, *Gen. of Division.*
HENRY WARDE, *Major-General.*
JOSIAS ROWLEY, *Commodore.*
J. DUPRERE, *Capit. de Vaisseau.*

Approuvé et ratifié la presente,
DE CAEN, *Capit. General.*
CHARLES DE COETLOGON, *Secretary to the Commissioners.*

A List *of* Ships, *&c. &c. in Port Napoleon, at the Reduction of the Isle of France, December* 1810.

French frigate L'Astrée, of 44 guns and 1100 tons; French frigate La Bellone, of 48 guns and 1050 tons; French frigate La Manche, of 44 guns and 1050 tons; French frigate La Minerve, of 52 guns and 1200 tons; English frigate Iphigenia, of 36 guns and 950 tons; English frigate Nereide, of 36 guns and 900 tons; French sloop Le Victor, of 22 guns and 400 tons; French brig L'Entreprenante, of 14 guns and 300 tons; a new French brig, name unknown, of 14 guns and 300 tons; English Indiaman Charlton, prison-ship, of 30 guns and 900 tons; English Indiaman Ceylon, prison-ship, of 30 guns and 900 tons; English Indiaman United Kingdom, prison-ship, of 30 guns and 900 tons; French ship La Ville d'Auten, of 1000 tons; French ship La Severam, of 250 tons; French ship L'Adele, 220 tons; French ship L'Aurora, 150 tons; French ship Le Prudent, 250 tons; French ship La Robuste, 700 tons; French ship Le Wellesley, 700 tons; French ship Le William Burroughs, 1000 tons; French ship Le Philip Dundas, 300 tons; French ship La Trafalgar, 800 tons; French ship L'Althea, 1000 tons; French ship La Hope, 400 tons; French ship La Marie, 300 tons; French ship La Fannie,

280 tons; French ship La Forth, 200 tons; French brig L'Eclair, 250 tons; French brig L'Active, 300 tons; French brig L'Orient, 250 tons; French brig La Favorite, 180 tons; French brig L'Illusion, 180 tons; French brig Le Jeune Armond, 100 tons; French brig Le Zephyr, 100 tons; French brig L'Ant, 70 tons; French brig L'Aimable Creole, 60 tons; American ship Hermes, 300 tons; American ship Thomas, 300 tons; American brig Angelica, 220 tons; American schooner Spy, 150 tons; and five gun-boats.

Copy of a Letter from Captain N. F. MONTAGU *to Vice-Admiral* BERTIE, *dated Clorinde, Dec. 4.*

SIR,——On delivering up the command which you did me the honour to confide in me, I feel it my duty to acquaint you, that every officer and man conducted himself in a manner most perfectly answerable to your expectations; and I beg to inclose a paragraph of the public order issued by General Abercrombie, expressive of his sentiments on the occasion. The zeal and ability of Lieutenant Lloyd, senior lieutenant on the service, are too well known to you to render any encomium from me necessary; and I also beg to recommend to your notice Mr. J. Gossland, master's mate of his Majesty's ship Cornwallis, who acted as my aide-de-camp, and who, having passed his examination for lieutenant, is worthy of promotion.

I feel much indebted to Captains Yates and Nesbit, of the City of London and Huddart Indiamen, who handsomely volunteered to serve with me, and who brought a proportion of seamen to assist in the laborious duty of dragging the cannon: the former, I am sorry to say, died of excessive fatigue on the first day's march. Our loss has been trifling, consisting of five men wounded, although I am sorry to say most of them are seriously. (Signed,) N. F. MONTAGU.

A Paragraph of General Orders issued by General ABERCROMBIE *on the 1st of December, before Port Louis.*

Par. 3. Major-General Abercrombie is happy also to acknowledge the steadiness shewn by the 12th and 22d regiments; and he feels himself particularly grateful for the zealous exertions of a detachment of seamen landed from the squadron, under the command of Captain Montagu; and he requests to offer him, the officers and men under his command, his sincere acknowledgments for the service which they have rendered to the army.

Extract from General Orders, Head-Quarters, Camp before Port Louis, Dec. 5.

Major-General Abercrombie, in the name of the army, feels an inexpressible degree of pride and satisfaction in acknowledging the powerful and cordial co-operation which has been received from the naval force under the command of his Excellency Vice-Admiral Bertie, which has been heightened by the cordiality

and unanimity subsisting, to a degree perhaps without example, between the two branches of the service. The commander of the forces feels it his particular duty to offer his most sincere thanks to Captain Beaver, for the able and judicious manner in which he conducted the disembarkation, as well as for the indefatigable exertions he has since used in discharging the duty confided to him by the vice-admiral, in supplying the wants of the army; and Major-General Abercrombie is equally indebted to Captains Briggs, Lye, and Street, and to the officers and seamen employed under their orders in the disembarkation of the troops.

The exertions and able assistance received from Captain Montagu of the royal navy, and the officers and seamen with the army on shore, have been too conspicuous not to have attracted the observations and acknowledgments of every individual: Major-General Abercrombie must, however, request that Captain Montagu will be pleased to convey to those who were under his command, the impression which their conduct has made on his mind.

(Signed,) W. NICHOLSON, *Dep.-Adj.-Gen.*

Copy of a Letter from Vice-Admiral BERTIE *to* J. W. CROKER, *Esq. dated Africaine, in Port Louis, Dec. 6.*

"SIR,——I have the honour to transmit herewith, for the information of their lordships, a copy of a general memorandum issued by me this day, to the captains and commanders of the ships and vessels of the squadron under my command."

GENERAL MEMORANDUM.

AFRICAINE, *Port Louis, Dec. 6.*

The commander in chief congratulates the officers and crews of the ships of the squadron under his command, on the successful issue of the attack of this valuable and important colony, which has placed it under his Majesty's protection.

He feels he has a duty to acquit in thus publicly communicating the sense he entertains of the zealous and unremitting exertions of all ranks throughout the squadron; and he requests that the captains and commanders of the ships and vessels will more immediately make known to the officers and crews under their commands respectively, these his sentiments. (Signed,) A. BERTIE.

To the Captains and Commanders of the Ships and Vessels of the Squadron.

Copy of a Letter from Captain J. ROWLEY *to* J. W. CROKER, *Esq. dated London, February* 19, 1811.

"SIR,——In reply to your letter of this day's date, transmitting to me a copy of a letter from Captain Peter Parker, of his Majesty's ship Menelaus, requesting that a reference may be made to me with regard to the proceedings of that ship in the late operations at the Isle of France, her name not appearing in the despatch

from Vice-Admiral Bertie as having been present on that occasion, and signifying to me their lordships' directions to report to them what I may know of the circumstances of the case; I beg leave to state, my full persuasion that the omission of the name of the Menelaus in the vice-admiral's despatch was entirely accidental; that she joined the squadron previous to any operations being undertaken for an attack on the island; that upwards of 100 seamen and marines of her crew were landed to co-operate with the troops; and that Captain Parker having been employed under my immediate direction off Port Louis, I am happy to have an opportunity of bearing testimony to the distinguished zeal and ability of his conduct."

Number of men voted by Parliament for the sea-service for 1810, including 31,000 royal marines, 130,000.

An Account *of Monies received from his Majesty's Exchequer for the use of the Navy, between the 5th January,* 1810, *and 5th January,* 1811.

	£.	s.	d.
Wages.			
For officers and men	2,780,000	0	0
For half-pay to officers and bounty to chaplains	200,000	0	0
For dock and rope-yards	1,020,000	0	0
General Services.			
Bills of exchange, imprests, salaries, pensions, flag-pay, marines, &c.	2,618,412	12	10
Building of ships, purchase of stores, repairing of ships, purchase of ships taken from the enemy, head-money, &c.	3,811,706	2	6
Victualling.			
Provisions, and all sorts of victualling stores	4,206,325	9	2
Bills of exchange and imprests	973,000	0	0
Necessary money, extra ditto, and contingencies	216,000	0	0
Transports.			
Freight of transports, maintenance of prisoners of war, and expenses of sick and wounded	3,866,979	18	11
Bills of exchange, &c.	366,000	0	0
	20,058,424	3	5

PROMOTIONS *for* 1810.

To be Admirals of the Blue.

Sir C. H. Knowles, Bart.	31 July	J. H. Whitshed, Esq.	31 July	Sir J. T. Duckworth, K. B.	31 July
Hon. T. Pakenham	ditto	Arthur Kempte, Esq.	ditto		
Robert Deans, Esq.	ditto	Smith Child, Esq.	ditto	Sir R. Calder, Bart.	ditto
		Thos. Taylor, Esq.	ditto	Hon. G. C. Berkeley	ditto

Thomas West, Esq.	31 July	B. S. Rowley, Esq.	31 July	J. Fergusson, Esq.	31 July
J. Douglas, Esq.	ditto	Sir R. Bickerton, Bt.	ditto	E. Edwards, Esq.	ditto
Peter Aplin, Esq.	ditto	Geo. Bowen, Esq.	ditto	Sir J. B. Warren, Bt.	ditto
Henry Savage, Esq.	ditto	R. Montagu, Esq.	ditto		

To be Vice-Admiral of the White.

Charles Stirling, Esq. . . . . 31 July

To be Vice-Admirals of the Blue.

H. D'Esterre Darby, Esq.	31 July	E. Harvey, Esq.	31 July	T. Sotheby, Esq.	31 July
E. Bowater, Esq.	ditto	Sir E. Nagle, Knt.	ditto	N. Brunton, Esq.	ditto
G. Palmer, Esq.	ditto	John Wells, Esq.	ditto	John Schank, Esq.	ditto
W. O'B. Drury, Esq.	ditto	R. Grindall, Esq.	ditto	Hon. M. De Courcy	ditto
W. Essington, Esq.	ditto	Geo. Martin, Esq.	ditto	W. Bentinck, Esq.	ditto
J. M'Dougall, Esq.	ditto	Sir R. J. Strachan, Bart. K. B.	ditto	Philip D'Auvergne, Prince of Bouillon	ditto
James Alms, Esq.	ditto	Sir W. S. Smith, Knt.	ditto	John Hunter, Esq.	ditto

To be Rear-Admirals of the Blue.

J. Laugharne, Esq.	31 July	Hon. H. Curzon	31 July	Rt. Hon. G. Earl of Galloway	31 July
W. Hargood, Esq.	ditto	L. W. Halsted, Esq.	ditto	T. F. Freemantle, Esq.	ditto
G. Gregory, Esq.	ditto	E. O. Osborn, Esq.	ditto	Sir F. Laforey, Bart.	ditto
John Ferrier, Esq.	ditto	Sir H. Neale, Bart.	ditto	P. C. Durham, Esq.	ditto
R. I. Bury, Esq.	ditto	Sir J. S. Yorke, Knt.	ditto	Israel Pellew, Esq.	ditto
R. Moorsom, Esq.	ditto	Hon. A. K. Legge	ditto		
Sir C. Hamilton, Bt.	ditto	F. Fayerman, Esq.	ditto		

To be Post-Captains.

Edward Kittoe	4 Jan.	E. Wallis Hoare	16 Oct.	Lewis Shepheard	21 Oct.
Richard Arthur	11 Jan.	William Elliott	ditto	John Thompson	ditto
G. Paris Monke	12 Jan.	James Collins	21 Oct.	Robert Evans	ditto
Robert Preston	22 Jan.	John Crispo	ditto	Michael Dod	ditto
Phipps Hornby	16 Feb.	Robert Keen	ditto	Thomas F. Baugh	ditto
Hon. W. Gordon	12 Mar.	John Lawson	ditto	Isaac Ferrieres	ditto
Francis Stanfell	19 Mar.	Christopher Watson	ditto	John Lamborn	ditto
James Donnor	30 Apr.	George Davies	ditto	John Baker	ditto
Samuel G. Pechell	ditto	Thomas White (2)	ditto	Alexander Innes	ditto
Matthew Flinders	7 May	George Sayer (2)	ditto	Charles M. Fabian	ditto
Charles J. Austin	10 May	James A. Worth	ditto	Samuel Colquitt	ditto
Spelman Swaine	17 May	James Slade	ditto	Gustavus Stupart	ditto
Francis Beaufort	30 May	William Foote	ditto	J. W. Marshall	ditto
Benjamin Walker	15 June	Thomas Innes	ditto	Robert Forbes	ditto
John Maxwell	ditto	R. J. L. O'Connor	ditto	Anthony Abdy	ditto
Philip Browne	19 June	Francis Douglas	ditto	Henry E. P. Sturt	ditto
Matthew B. Bradby	28 June	John Hudson	ditto	Richard Janverin	ditto
William Paterson	16 July	R. Browne Tom	ditto	George W. Blamey	ditto
Henry Prescott	25 July	William Wilkinson	ditto	John Coode	ditto
Thomas White (1)	7 Aug.	James Lillicrap	ditto	Thomas Burton	ditto
Thomas Graves (2)	8 Aug.	Walter Grossett	ditto	Jeremiah Coglan	27 Nov.
N. J. Willoughby	5 Sept.	Francis John Nott	ditto	T. F. C. Mainwaring	ditto

To be Commanders.

Charles Sotheby	8 Jan.	James Molineux	4 May	Charles Clyde	21 Oct.
Thomas S. Dyer	12 Jan.	Thomas Barclay	5 May	Thomas Vivion	ditto
William M'Culloch	22 Jan.	Henry Jane	10 May	W. M. Courtnay	ditto
Ralph R. Wormeley	16 Feb.	Gardiner H. Guion	17 May	Gregory Grant	ditto
Edmund Denman	17 Feb.	Daniel Lawrence	19 May	Robert B. Young	ditto
Joseph Simmonds	7 Mar.	William Stewart	30 May	William R. Bamber	ditto
Richard Coote	ditto	T. S. Grove (2)	2 June	Ferd. M. Maurice	ditto
George Brown	ditto	Peter Proctor	ditto	Henry Davis	ditto
James Tomkinson	12 Mar.	George W. Willes	ditto	Thomas P. Perkins	ditto
Joseph Symes	13 Mar.	Henry Thomson	6 June	Hyde J. Clarke	ditto
John Eveleigh	29 Mar.	R. Lisle Coulson	15 June	James Mould	ditto
Watkin O. Pell	ditto	Hayes O'Grady	ditto	Alexander Rose	ditto
Nathaniel Mitchell	5 Apr.	Henry Weir	28 June	James Leach	ditto
George Robbin	14 Apr.	Peter G. Pickernel	4 July	Charles Bennett	ditto
John Harper	17 Apr.	John Hendrie	16 July	John Norton	ditto
Samuel Deckar	ditto	Edward Collier	25 July	G. W. H. Knight	ditto
George Wyndham	30 Apr.	Daniel Ross	7 Aug.	Thomas Dick	ditto
Weston Phipps	ditto	Joshua R. Rowley	8 Aug.	William Kelly	ditto
James R. Dalton	ditto	R. T. Douglas	9 Aug.	William J. Scott	ditto
Hon. V. Gardner	ditto	Sir C. T. Jones, Knt.	15 Aug.	Arthur P. Hamilton	ditto
William Hamilton	ditto	Richard O'Connor	17 Aug.	F. W. Burgoyne	22 Oct.
John Codd	2 May	Joseph N. Tayler	27 Aug.	Thomas Everard	ditto
Augustus V. Drury	ditto	James Black	8 Sept.	Hon. J. A. Maude	ditto
William H. Smith	ditto	B. Reynolds	3 Oct.	Charles Robb	12 Nov.
Daniel Barber	ditto	George Bentham	14 Oct.	William Slaughter	21 Nov.
Edward Flin	ditto	David Paterson	16 Oct.	John Sheridan	27 Nov.
Henry N. Rowe	ditto	Nathaniel Belchier	21 Oct.	Sir W. G. Parker, Bt.	29 Nov.
James Hay	ditto	John F. Maples	ditto	George M. Jones	13 Dec.
Hon. John Gore	ditto	John H. Marshall	ditto	Hon. M. F. F. Berkeley	19 Dec.
Hon. W. Percy	ditto	James Dickinson	ditto	Thomas Rowe	26 Dec.
Henry Wildey	3 May				

To be Lieutenants.

Alfred Robinson	2 Jan.	William M'Dougall	11 Jan.	Prosper Ambrose	10 Feb.
Benjamin Baynton	ditto	Thomas Blakiston	ditto	Charles Reid	ditto
Thomas Burgh	3 Jan.	George King (2)	12 Jan.	Henry Lewis (2)	ditto
John M'Dougal	ditto	Nicholas Tomlinson	16 Jan.	Frederick Boyce	ditto
Launcelot Jackson	ditto	Roger C. Curry	17 Jan.	James Robinson (2)	12 Feb.
John Scriven	4 Jan.	Thomas Hastings	ditto	Robert W. Yates	14 Feb.
James S. Lean	ditto	Neilson Williamson	ditto	James H. Johnson	16 Feb.
Charles L. Falkiner	ditto	William Hamilton	20 Jan.	Robson Cruse	17 Feb.
John Davy	5 Jan.	Robert W. Riches	24 Jan.	William Greatwood	22 Feb.
Richard Connor	ditto	John Rootes	3 Feb.	Robert Oliver	ditto
William H. Bruce	ditto	Thomas Curson	7 Feb.	W. Robertson (2)	26 Feb.
William E. Parry	6 Jan.	William Cogan	8 Feb.	James Harris	ditto
W. M'Ken. Godfrey	8 Jan.	William Bourchier	ditto	William Meadows	1 Mar.

Richard James . .	3 Mar.	William Blackford	4 May	John Lane . . .	15 June
William G. Roberts	ditto	Henry Hiatt . . .	ditto	Radford G. Meech	ditto
Thomas B. Bell .	ditto	Robert B. Matthews	ditto	Rodney Shannon .	ditto
Henry Hoskin . .	5 Mar.	James Atkins (2) .	ditto	William Gray . .	21 June
George Pratt (2) .	14 Mar.	Henry Hoghton .	ditto	Peter Trounce . .	25 June
Nicholas Odger .	15 Mar.	Maurice K. Comyn	ditto	James M. Shipton .	ditto
James Rawlinson .	ditto	Robert Strickland .	ditto	George R. Pichell	ditto
Henry C. Mercer .	17 Mar.	Wakeman Edwards	ditto	Christopher Senior	ditto
Philip Nind . . .	ditto	George Heasty . .	ditto	John Maudsley .	ditto
William Budgen .	27 Mar.	George Tincombe .	ditto	William Reeve . .	26 June
Robert Dunn . .	28 Mar.	John Hill	ditto	Benjamin J. Bray .	28 June
Thomas Mockler .	31 Mar.	Edward Andrews .	ditto	Charles Rich . .	ditto
John Stokes (2) .	ditto	Thomas P. Evans .	ditto	John Broderick .	29 June
Thomas Smith (4) .	3 Apr.	W. Johnson (2) .	ditto	Robert S. Harvey .	30 June
Arthur Shakespear	ditto	R. Williams (3) .	ditto	George Jackson .	2 July
Uriah Sealy . . .	4 Apr.	William Firman .	ditto	W. R. Dawkins . .	ditto
R. M. Goodwin .	ditto	William Smith (5) .	ditto	William Roberts .	12 July
Samuel Hoskins .	ditto	John Keay . . .	ditto	John W. Smith . .	ditto
Benj. Moorhouse .	5 Apr.	Edward Ramsey .	ditto	Thomas Penberthy	18 July
Robert E. Hunter .	9 Apr.	William Bowyer .	ditto	William Strong .	ditto
John Massey . .	ditto	John Wrentmore .	ditto	W. H. Rowlinson .	ditto
William W. West .	11 Apr.	Edm. A. Chapman	ditto	William Campbell	ditto
James B. Babington	13 Apr.	Patrick Finucane .	ditto	Thomas Dundas .	ditto
Perry Dumaresq .	14 Apr.	Charles Green . .	ditto	William J. Cole .	ditto
Philip Graham . .	ditto	A. Montgomerie .	ditto	Joseph Arnold . .	ditto
Allan Otty . . .	ditto	Charles Payne . .	ditto	Thomas M'Donald	ditto
James Arscott . .	ditto	Henry E. Napier .	ditto	William Carleton .	ditto
James Shipley . .	17 Apr.	James F. Arnold .	ditto	Thomas Gregory .	20 July
Richard Coles . .	18 Apr.	John Armstead .	ditto	John P. Dutton . .	21 July
John Gordon . .	21 Apr.	William Morier .	ditto	W. O. St. John . .	ditto
Thomas Evans (2) .	23 Apr.	Edmund Scott . .	ditto	W. P. Newenham .	23 July
John Jenkins (2) .	24 Apr.	Jonathan Dade . .	ditto	William Lovitt . .	26 July
William E. Fiott .	27 Apr.	James Eicke . .	ditto	Edward Rowley .	28 July
James Storey . .	28 Apr.	John Moore (3) .	5 May	Francis Little . .	30 July
Hon. J. Arbuthnot .	ditto	Charles Miller . .	10 May	John Courtney . .	ditto
Joseph S. Hodgkin	30 Apr.	Robert B. Roe . .	ditto	George C. Stovin .	ditto
William Boxer . .	ditto	Nicholas C. Dobree	ditto	Thomas Marshall .	ditto
Joseph Smith . .	2 May	F. Dickinson . .	14 May	Robert S. Bayley .	ditto
William Rochfort .	ditto	Thos. Chambers (2)	22 May	Robert Holman .	11 Aug.
Edward Saurin . .	ditto	William Walford .	1 June	Mark White . . .	13 Aug.
George Young (3) .	3 May	John Lindsay (2) .	ditto	Charles Kirkwood .	14 Aug.
James Orsmond .	4 May	George Forder . .	2 June	Richard Pettman .	15 Aug.
Samuel Jessop . .	ditto	Robert Ancell . .	8 June	Edm. Turberville .	ditto
James Gallichan .	ditto	Henry A. Eliot . .	ditto	James Montagu .	17 Aug.
Charles F. Stuart .	ditto	Charles Hare . .	ditto	Thomas Mackenzie	18 Aug.
J. M'Arthur Low .	ditto	William Absalon .	9 June	James Bradley . .	ditto
Thomas Beer . .	ditto	Anthony Reed . .	15 June	Gilbert Kennicott .	22 Aug.

James Pearce	25 Aug.	William Beckett	3 Oct.	Henry Leake	24 Nov.
John Macnevin	31 Aug.	Edward Ogilvie	ditto	George F. Ryves	ditto
David M'Creary	ditto	James G. Gordon	ditto	George Gordon	26 Nov.
George Hext	ditto	Henry Walker	ditto	Frederick Draffen	27 Nov.
Alfred Luckraft	3 Sept.	William Bowers	5 Oct.	John L. Beckford	ditto
George Goddard	ditto	William Lutman	9 Oct.	Charles Taylor	28 Nov.
Thomas Robins	ditto	James Largue	10 Oct.	John Grierson	29 Nov.
Francis Rogers	ditto	John T. Nott	18 Oct.	William Farrant	3 Dec.
George King (3)	ditto	John W. Dalling	ditto	Edward Luscombe	ditto
William Delafons	ditto	John Lucas (2)	23 Oct.	Francis Ormond	ditto
Thomas Day	5 Sept.	James Seagrove	29 Oct.	George Hurst	4 Dec.
Fred. B. Wintle	ditto	Samuel Hellard	ditto	Christopher Claxton	9 Dec.
Robert Gambier	ditto	Henry Brett	ditto	T. L. Wilkinson	10 Dec.
James Sabben	10 Sept.	Allan M'Millan	31 Oct.	Arch. Buchanan	ditto
John Wardell	ditto	William Morris	1 Nov.	William Randall	ditto
Hon. C. O. Bridgeman	ditto	William L. Brake	2 Nov.	George Butler	ditto
John G. Nops	11 Sept.	W. A. Herringham	ditto	Henry F. Sewell	ditto
Henry Whatling	12 Sept.	George A. Topper	6 Nov.	Caleb Jackson	11 Dec.
John Pullman	18 Sept.	William Holt	7 Nov.	William B. Gloster	12 Dec.
Nicholas Atkins	19 Sept.	R. Hetherington	8 Nov.	Thomas G. Jackson	13 Dec.
Stephen Johns	21 Sept.	Charles A. Antram	9 Nov.	G. P. Traherne	ditto
Robert Nicholson	ditto	E. Roberts (3)	10 Nov.	Hon. R. C. Spencer	ditto
Fred. Houghton	22 Sept.	J. Henderson (2)	ditto	John T. Thompson	17 Dec.
Richard Lloyd	ditto	S. M. Colquhoun	ditto	Richard Ward	18 Dec.
Samuel Kentish	ditto	George Argles	ditto	E. R. Farquharson	19 Dec.
Joshua C. Gosselyn	ditto	Robert Patton	13 Nov.	George S. Burnett	27 Dec.
James Huggins	27 Sept.	W. Willoughby	ditto	John Hames	28 Dec.
Michael Babb	ditto	Robert Atkins	15 Nov.	W. Woolcock (2)	ditto
William Dumbreck	ditto	James Bryce	21 Nov.	Charles Haydon	ditto
Henry Jenkins	ditto	T. Colson Festing	23 Nov.	John Knatchbull	29 Dec.
William Bishop	1 Oct.	Herbert J. Jones	ditto	John J. Maxwell	31 Dec.
Henry Harrison	2 Oct.				

[The following account of a very gallant and spirited action between the Rinaldo of 10 guns, Captain J. Anderson, with four French privateers, was omitted to be inserted under the head of "Occurrences at and near Home."]

On the 17th December, as his Majesty's sloop Rinaldo of 10 guns, Captain James Anderson, was returning from Spithead to her station off Dover, in stretching out from St. Helen's to run along the track of vessels bound up Channel, the wind at S.S.W. light breezes and hazy weather, at half-past three p.m. four privateers were discovered in the offing, lying-to, with all their sails lowered down. Captain Anderson knowing it would be to no purpose to give them chase, resolved to endeavour to decoy them within his reach; for which purpose, he ordered the course to be altered, and steered in-shore to the northward, trimming the sails bye, to enable them to get up with him about dark, and keeping the brig

in such a position as to prevent their making her out to be armed. He had the satisfaction to observe, that this manœuvre completely answered his expectation, the enemy immediately making all sail in chase of him. At five, the Owers light W. N. W. ½ mile, the two largest privateers came up under the Rinaldo's stern, and hailing her in a very abusive manner, ordered her to strike, at the same time pouring vollies of small arms into her. The Rinaldo being well prepared for them, allowed them to come close upon her quarters, and then tacked, thus bringing a broadside to bear upon each of them; and then wearing round on her heel, poured a second broadside into the largest within half pistol-shot, who, having discovered his mistake, was endeavouring to run off by bearing up: this brought down all his masts and sails, upon which, it being now dark, he called out for quarter, and requested boats to be sent, as she was sinking. At this moment the second one, which had hauled her wind on receiving the first broadside, was discovered running down upon the Rinaldo's bow, as was supposed to attempt to board, and keeping up a constant fire of musketry into her. In consequence of this, the brig hauled off from the first privateer, seeing her perfectly disabled, and attacked the second, which, having run within the light-vessel, lowered down her sails, and called for quarter also. The Rinaldo, in wearing round, and manning the boats to assist the one and take possession of the other lugger, it being now nearly calm and a strong ebb tide, unfortunately was carried by it on board the Owers light-vessel, and so much entangled, that it was not judged prudent to send the boats away, as by this time the other two privateers had come up, and began to fire into the brig. Every exertion was made to get clear; during which time they had the mortification to observe from the Rinaldo, that the second privateer, which had struck, ran up to the first one, and in a few minutes afterwards made all sail off; the first, sinking, instantly disappeared. The other two privateers made sail off at the same time, having received several shot from the Rinaldo as she lay along side the light-vessel. Captain Anderson afterwards learned that these four privateers belonged to Dieppe. The one which was sunk was called Vieux Josephine, one of the largest of the kind out of France, being pierced for 16 guns, and carrying 80 men, of whom only the captain and two men were saved. The other three were of 14 guns and 70 men each, one of which was commanded by a Portuguese named Antonio, a most desperate character. The boom, mainsail, and top-sails of the Rinaldo were completely riddled, and a number of musket-shots found among the hammocks, but no one hurt.

1811.

AT AND NEAR HOME.

In consequence of a severe mental affliction which had befallen his Majesty, the two Houses of Parliament assembled on the 1st November, 1810, his Majesty being incapable of signing a commission for their further prorogation.

The physicians who attended his Majesty having stated their confident expectations of his speedy recovery, the two Houses adjourned, first to the 15th, secondly to the 29th of November, and thirdly to the 13th of December, on which day Mr. Perceval moved for the appointment of a committee to examine his Majesty's physicians; which was agreed to.

On the 17th the report of the committee was brought up, and ordered to be printed; and on the 20th, Mr. Perceval submitted to the House of Commons the three following resolutions, founded on the report of the said committee:

"That it is the opinion of this committee, that his Majesty is prevented by his present indisposition from coming to his Parliament, and from attending to the public business; and that the personal exercise of the royal authority is thereby suspended.

"That it is the opinion of this committee, that it is the right and duty of the Lords Spiritual and Temporal and Commons of Great Britain and Ireland, now assembled, and lawfully and freely representing all the estates of the people of this realm, to provide the means of supplying the defect in the personal exercise of the royal authority, arising from his Majesty's said indisposition, in such manner as the exigency of the case may appear to them to require.

"That it is the opinion of this committee, that for this purpose, and for maintaining entire the constitutional authority of the king, it is necessary that the said Lords Spiritual and Temporal and Commons of Great Britain and Ireland should determine on the means whereby the royal assent should be given in Parliament to such bills as may be passed by the two Houses of Parliament, respecting the exercise of the powers and authorities of the crown, in the name and on the behalf of the king, during the continuance of his Majesty's present indisposition."

The first and second resolutions were carried without a division. To the third, Mr. Ponsonby proposed the following amendment: "That an humble address be presented to his Royal Highness the Prince of Wales, to request his royal highness to receive, during the illness of the king, and no longer, the executive government of the realm, under the name and title of Regent of the United Kingdom."

After a long debate, the original resolution was carried, by a majority of 269 to 157.

Both Houses of Parliament having at length agreed to certain resolutions, empowering his Royal Highness the Prince of Wales to assume the government of

the country, under certain restrictions, in the name and on the behalf of his Majesty; and a bill having been passed to that effect, Parliament was regularly opened by commission on the 12th of February, when the following speech was read by the Lord Chancellor:

"*My Lords and Gentlemen,*

"In execution of the commission which has been read to you, we are commanded by his Royal Highness the Prince Regent, to express, in the strongest manner, how deeply he laments, not only in common with all his Majesty's loyal subjects, but with a personal and filial affliction, the great national calamity which has been the occasion of imposing upon his Royal Highness the duty of exercising, in his Majesty's name, the royal authority of this kingdom.

"In conveying to you the sense which his Royal Highness entertains of the great difficulties attending the important trust which is reposed in him, his Royal Highness commands us to assure you, that he looks with the most perfect confidence to the wisdom and zeal of Parliament, and to the attachment of a loyal and affectionate people, for the most effectual assistance and support; and his Royal Highness will, on his part, exert his utmost endeavours to direct the powers with which he is invested to the advancement of the prosperity, welfare, and security of his Majesty's dominions.

"We are directed to inform you, that his Royal Highness has great satisfaction in being enabled to state, that fresh opportunities have been afforded, during the late campaign, for distinguishing the valour and skill of his Majesty's forces, both by sea and land.

"The capture of the Islands of Bourbon and Amboyna have still further reduced the colonial dependencies of the enemy.

"The attack upon the Island of Sicily, which was announced to the world with a presumptuous anticipation of success, has been repulsed by the persevering exertions and valour of his Majesty's land and sea forces. The judicious arrangement adopted by the officers commanding on that station, derived material support from the zeal and ardour which were manifested during this contest by the inhabitants of Sicily, and from the co-operation of the naval means which were directed by his Sicilian majesty to this object.

"In Portugal, and at Cadiz, the defence of which constituted the principal object of his Majesty's exertions in the last campaign, the designs of the enemy have been hitherto frustrated. The consummate skill, prudence, and perseverance of Lieutenant-General Lord Viscount Wellington, and the discipline and determined bravery of the officers and men under his command, have been conspicuously displayed throughout the whole of the campaign. The effect of these distinguished qualities, in inspiring confidence and energy into the troops of his Majesty's allies, has been happily evinced by their general good conduct, and particularly by the brilliant part which they bore in the repulse of the enemy at

Buzaço: and his Royal Highness commands us further to state, that he trusts you will enable him to continue the most effectual assistance to the brave natives of the Peninsula, in the support of a contest which they are determined to maintain with unabated perseverance; and his Royal Highness is persuaded that you will feel, that the best interests of the British empire must be deeply affected in the issue of this contest, on which the liberties and independence of the Spanish and Portuguese nations entirely depend.

"We have it likewise in command to acquaint you, that discussions are now pending between this country and the United States of America; and that it is the earnest wish of his Royal Highness, that he may find himself enabled to bring these discussions to an amicable termination, consistent with the honour of his Majesty's crown, and the maritime rights and interests of the united kingdom.

"*Gentlemen of the House of Commons,*

"We are directed to acquaint you, that his Royal Highness the Prince Regent has given his commands that the estimates for the expenditure of the current year should be laid before you; and his Royal Highness has great satisfaction in acquainting you, that although the difficulties under which the commerce of this kingdom has laboured have affected in some degree the revenue, particularly in Ireland, yet that the revenue in Great Britain in the last year, though unaided by any new taxation, is greater than was ever known at any preceding year; and his Royal Highness trusts to your zeal and liberality, to afford his Majesty adequate supplies for the support of the great contest in which he is necessarily engaged.

"*My Lords and Gentlemen,*

"We are commanded by his Royal Highness to declare to you, that it is the most anxious wish of his heart, that he may be enabled to restore unimpaired into the hands of his Majesty the government of his kingdom; and that his Royal Highness earnestly prays that the Almighty may be pleased, in his mercy, to accelerate the termination of a calamity, so deeply lamented by the whole nation, and so peculiarly afflicting to his Royal Highness himself."

FLAG-OFFICERS EMPLOYED.

Officers.	Ships.	Guns.	Stations.
Admiral Sir C. Cotton	San Josef . . .	110	Channel.
Rear-Admiral Sir T. Williams	Royal George .	110	Ditto.
Rear-Admiral Sir H. B. Neale	Boyne	98	Ditto.
Admiral Sir R. Calder	Salvador del Mundo	112	Plymouth.
Rear-Admiral Sir C. Buller	Prince Frederick .	64	Ditto.
Admiral Sir R. Curtis	Royal William .	80	Portsmouth.
Rear-Admiral W. Hargood	Gladiator . . .	44	Ditto.
Admiral W. Young	Marlborough . .	74	North Sea.

Officers.	Ships.	Guns.	Stations.
Vice-Admiral Sir R. Strachan	San Domingo . .	74	Flushing.
Rear-Admiral J. Ferrier	Bellerophon . .	74	Ditto.
Rear-Admiral P. C. Durham	Hannibal . . .	74	Ditto.
Rear-Admiral T. Foley	Monmouth . .	64	Downs.
Vice-Admiral Sir J. Saumarez	Victory . . .	100	Baltic.
Rear-Admiral R. C. Reynolds	St. George . . .	98	Ditto.
Rear-Admiral M. Dixon	Vigo	74	Ditto.
Admiral Hon. G. Berkeley	Barfleur . . .	98	Lisbon.
Rear-Admiral Hon. A. K. Legge	Revenge . . .	74	Cadiz.
Vice-Admiral Sir E. Pellew	Caledonia . . .	120	Mediterranean.
Vice-Admiral Sir R. G. Keats, K. B.	Milford . . .	74	Ditto.
Rear-Admiral F. Freemantle	Rodney . . .	44	Ditto.
Rear-Admiral F. Pickmore	Temeraire . . .	98	Ditto.
Rear-Admiral C. Boyles	Canopus . . .	80	Ditto.
Vice-Admiral Drury	Samarang . . .	18	East Indies.
Admiral B. S. Rowley	Polyphemus . .	64	Jamaica.
Vice-Admiral Hon. M. De Courcy	Foudroyant . .	80	Brazil.
Rear-Admiral Sir F. Laforey	Dragon . . .	74	Leeward Islands.
Vice-Admiral H. Sawyer	Africa	64	Halifax.
Vice-Admiral Sir J. T. Duckworth	Antelope . . .	50	Newfoundland.
Rear-Admiral Hon. R. Stopford	Scipion	74	Cape of Good Hope
Vice-Admiral E. Thornborough	Trent	36	Cork.
Vice-Admiral Murray	——— . . .	—	Yarmouth.
Vice-Admiral P. D'Auvergne	Ulysses . . .	44	Guernsey.
Vice-Admiral W. A. Otway	Adamant . . .	50	Leith.
Vice-Admiral Sir H. E. Stanhope	Namur	74	Sheerness.
Rear-Admiral Sir C. Hamilton	Thisbe	28	Greenwich.

Captain J. Macnamara, of the Berwick, sailed from St. Helen's on the 23d of March, and stood over to the French coast under easy sail all night. At daylight the next morning, Barfleur lighthouse bearing S. ¾ E. distant about twelve or thirteen miles, he observed a large sail S. by E. running along the shore, to which he immediately gave chase, and obliged her to haul in for a small rocky bay, about one mile to the westward of Barfleur lighthouse, where she anchored, with the loss of her rudder. At eight, the lee tide making strong, Captain Macnamara was under the necessity, to avoid the rocks and shoals with which he was surrounded, to anchor the Berwick about two miles to the northward of the enemy, which proved to be a frigate of the largest class. Captain Macnamara had previously called in the Amelia frigate, Hawk and Goshawk sloops, and ordered them to anchor, thinking an attack by boats practicable when the tide should

make. At noon the Niobe joined from the eastward. The flood making at four p.m. the squadron weighed, and the plan of attack by boats having been relinquished, on account of the rapidity of the tide, the Niobe was ordered, by signal, to lead as close as possible to the enemy; which was performed with great judgment, the Amelia and Berwick following. Surrounded by rocks and shoals, their fire could only be partial in the act of wearing: at six p.m. Captain Macnamara hauled off, and stood in the next morning with the intention of renewing the attack, when the enemy set her on fire, and she was totally destroyed. The Berwick had one man killed; the Amelia one killed and one wounded.

Captain A. Atchison of the Scylla brig, being close in with the Isle of Bas, at half-past nine o'clock, on the 8th May, observed a man-of-war brig, with five sail under convoy, to leeward, to which he immediately gave chase, and came up with them at half-past eleven, when he commenced firing. Captain Atchison finding he was within Les Triagos and Portgalo rocks, and that the enemy were determined, if possible, to run on shore, decided on laying the Scylla on board her, then going eight knots: in two minutes she was in his possession, her first captain, a midshipman, boatswain, and three seamen killed, and one midshipman and ten seamen wounded. She proved to be La Cannoniere of 10 4-pounders, 1 24-pounder carronade, and 4 swivels, with a complement of 77 men. The Scylla had two seamen killed, and one midshipman and one marine wounded. In consequence of the shattered condition of the Cannoniere, the wind and sea increasing, Captain Atchison could only get possession of one of the convoy; the remainder ran on shore.

On the 3d August, a very gallant achievement (the capture of a division of the enemy's gun-boats) was performed by the boats from the squadron commanded by Captain C. Hawtayne, under the immediate direction of the first lieutenant, S. Blyth of the Quebec. The weather was particularly fine and settled for this kind of service, and they had already captured and sent in a vaisseau de guerre of the Douanes Impériales, manned with an officer and twelve men (one of them was killed before she surrendered), and a merchant-vessel, which they were towing out, when, being near the Island of Nordeney, four of the enemy's gun-boats were seen at anchor within. The enemy silently waited the attack, their guns loaded with grape and canister, when a discharge took place from their whole line. The first vessel was immediately boarded and carried, but the others with great bravery maintained themselves, severally, until they found their vessels were no longer in their own possession. The loss sustained was, on our side, four killed and fourteen wounded; on that of the enemy, two killed and twelve wounded.

The officers employed were, Lieutenant J. O'Neale, Alert; Lieutenant S. Slout, Raven, severely wounded; Lieutenant C. Wolrige, Quebec; H. Moore, lieutenant royal marines, Quebec, afterwards severely burned; Sub-Lieutenant T. Hare, Exertion; and Second Master G. Downey, Redbreast.

List *of* Gun-Boats *captured by the Boats, Aug.* 3.

No. 22, of 1 long 12-pounder, 2 6-pounders, and 25 men.
No. 28, of 1 long 12-pounder, 2 8-pounders, and 24 men.
No. 31, of 1 long 12-pounder, 2 6-pounders, and 25 men.
No. 71, of 1 long 12-pounder, 2 6-pounders, and 24 men.

Copy of a Letter from Captain Bourchier *to Sir* R. Curtis, *Bart. dated Hawk, at Sea, August* 19.

"Sir,——I beg leave to state to you, that, in obedience to your directions, I proceeded in H. M. brig under my command to the eastward of St. Marcou, in order to intercept any of the enemy's trade bound to the westward. At two p. m. St. Marcou bearing W. by N. six leagues, we observed, from the mast-head, a convoy of French vessels steering for Barfleur: all sail was immediately made in chase, and on our near approach, we perceived them to be protected by three armed national brigs and two large luggers, the former carrying from 12 to 16 guns, the latter from 8 to 10 each, apparently well manned. Convinced from their hauling out from their convoy in close order, it was their intention to attack us, I immediately hove-to to receive them, and at half-past three p. m. Point Piercu bearing N. W. ½ W. four miles, the action commenced within half pistol-shot, and continued with great spirit on both sides, until we succeeded in driving on shore two of the brigs and the two luggers, with fifteen sail of their convoy; but, in the act of wearing to prevent the third brig raking us, we unfortunately grounded, which enabled her and a few of her convoy to escape, although having previously struck to us. My whole attention at this time was getting his Majesty's brig off, by lightening her of her booms, spars, anchors, and a few of her guns, &c. which was effected in an hour and a half, under incessant discharges of artillery and musketry, which completely lined the shore. I thought it then most prudent to anchor, in order to replace the running rigging; during which time, I despatched the boats under the command of Lieutenant David Price, my second lieutenant (my first being in a prize), to bring out or destroy as many of the enemy's vessels as practicable. He succeeded in bringing out the Heron, national brig, pierced for 16 guns, mounting only 10, and three large transports, laden with timber for ship-building; the rest were on their broad-sides, and completely bulged, and he was only prevented from burning them by the strength of the tide being against him: which service was conducted in a most masterly and gallant manner, under a galling fire of musketry from the beach lined with troops. Lieutenant Price speaks in very high terms of the gallantry displayed by Mr. Smith, master, and Mr. Wheeler, gunner, who handsomely volunteered their services on the occasion.

"The grateful task is now left me, sir, to express my sense of admiration of the very steady, uniform, brave, and determined conduct of the whole of my officers

and ship's company, which will ever entitle them to my sincerest and warmest thanks; and I feel I am only barely doing justice to the merits of Lieutenant Price, in recommending him most strongly to their lordships' notice, for his spirited conduct in the action, as also in the boats, and in short on all occasions: he is a most deserving and meritorious young officer, to whom I feel myself much indebted. Nor can I pass unnoticed the zeal and attention of Mr. H. Campling, purser, who volunteered to command the marines and small-armed men, from whose continued and well-conducted fire, I attribute the loss of so few men, which has been trifling when the superiority of force opposed to us is considered, being only one man killed and four wounded.

"It is with much satisfaction I add, that his Majesty's brig has suffered in nothing but the running rigging and sails, except what damage she may have received from grounding: at present she makes nearly two feet water an hour; from which, with the prizes not being in a condition to proceed by themselves, I judged it right to make the best of my way to Spithead with them, which I trust will meet your approbation."

Copy of a Letter from Captain W. Ferris *to Sir* T. Williams, *dated Diana, August 25.*

"Sir,——I have the honour to inform you, that, while standing towards the Cordovan lighthouse, in company with H. M. ship Semiramis, in the afternoon of the 24th instant, I discerned four sail inside of the shoals at the mouth of the river Gironde, under escort of a national brig of war: I meditated either their capture or destruction, which could only be accomplished by artifice and promptitude, without the sacrifice of many lives. Stratagem was used, which had the desired effect, as they sent a vessel with pilots to our assistance; and I anchored, after dark, the two ships midway between the Cordovan and Royan, under whose guns the brig had taken refuge, and close to the brig stationed for the protection of the several convoys passing either way. I despatched three boats under the orders of Lieutenant Sparrow (second), Lieutenant Roper (third), and Mr. Holmes, master's mate, from this ship, seconded by four boats under the orders of Lieutenants Gardner, Grace, and Nicholson, and Mr. Reneau master's mate, from the Semiramis, to capture or destroy the convoy then anchored up the river about four miles distant: but the tide prevented their accomplishing it until late at night; and at daylight, finding the captured vessels, with the boats, far up the river beyond the two brigs, I determined to attack them with the ship, but not without using the same artifice as the preceding night, to prevent suspicion; and so convinced were they of our being friends, that the captain of the port, Mons. M. Auguste Dubourg, capitaine de frégate, and commanding the in-shore brig, came on board to offer his services, and was not undeceived until he had ascended the quarter-deck. The Diana laid the outer brig on board, and Lieutenant R.

W. Parsons, first lieutenant, Lieutenant Madden, first of the royal marines, and Mr. Mark G. Noble, boatswain, headed about thirty seamen and marines (as many as could be spared by the absence of the boats), and succeeded in gaining possession of H. M. late gun-brig Teazer, mounting 12 18-pound carronades and 2 long 18-pounder guns, commanded by Mons. A. Papineau, lieutenant de vaisseau, with a complement of 85 men, without loss on either side. I add to what these officers and men achieved, the humanity displayed to the overpowered captives, in putting them below without the force of arms and an unnecessary effusion of blood. It was at this time that alarm was given, and the batteries opened their fire upon the ships; when Captain Richardson, in the Semiramis, in a manner which characterizes the officer and seaman, pursued, drove on shore, and burnt, under the guns of the batteries, the French national brig Le Pluvier, mounting 16 guns, and 136 men, whose captain, as I have before mentioned, was decoyed on board.

"Having obtained to the utmost the object in view, I anchored in the Gironde out of gun-shot, to repair the damages sustained by the different vessels, when I was rejoined by the boats and the captured convoy, a list of which I have the honour to inclose. The services I received from Captain Richardson, the officers, and ship's company of the Semiramis, merit my warmest acknowledgments; and I should be committing a great injustice to the officers and ship's company I command, were I not to speak in terms of the highest admiration of their steadiness and zeal throughout the whole affair: and could I add stronger encomiums to one than another, it would be from the great assistance I received from Lieutenant R. W. Parsons, and Mr. D. Bevans, the master, whose unremitted attention in piloting the ship in the most intricate navigation, greatly tended to insure the object of pursuit. I also inclose you a letter I received from Captain C. Richardson, narrating his attack upon the brig, and inclosing a list of wounded in the affray; and I regret to add, that I lost one man overboard, after the brig was in our full possession."

Copy of a Letter from Captain C. Richardson *to Captain* W. Ferris, *dated Semiramis, Royan Roads, August* 25.

Sir,——I have the honour to report to you, that, as soon as the Diana ran on board the enemy's outside brig, her consort, at anchor in shore of her, immediately cut her cable, and made sail for the beach near the battery of Royan, where she grounded. I followed into five fathoms' water, anchoring with a spring; the broadside was brought to bear on the enemy's brig, and bow guns on the battery, within grape-shot of both. After engaging some time, I found the guns of the enemy's vessels almost silenced, and perceived the boats haul up to quit her. At this time the barge, pinnace, and cutter rejoined me; I ordered Lieutenant Gardner with these boats immediately to board the enemy, which was gallantly effected, after receiving his broadside. She proved to be the French

national brig Pluvier, of 16 guns and 136 men, commanded *pro tempore* by Lieutenant Page de St. Waast.

The prize being fast on shore, the ebb tide running most rapidly, and my own ship only in 25 feet water, I found it necessary to take the remainder of her people out and burn her, which when completely effected, I made all sail to join you.

I have but to add in this little affair, that my officers and ship's company behaved entirely to my satisfaction; and I feel much indebted to my First Lieutenant Gardner, Second Lieutenant Grace, and Mr. Reneau, master's mate, commanding the boats, for the handsome manner in which they ran along side of the enemy.

Lieutenant Taylor, of the marines, and Mr. Brickwood, purser, being the only officers on board, were of the greatest use, the former commanding the main-deck, the latter the quarter-deck guns.

(Signed,) C. RICHARDSON.

Wounded.—Lieutenant Gardner, and two men.

List *of* Vessels *captured and destroyed, August* 25.

French national brig Le Pluvier, of 16 guns and 136 men; burnt.

French national brig Le Teazer, of 14 guns and 85 men; taken.

French galiot transport Le Mutit, of 8 swivels and 42 men, laden with ship-timber, taken; and five vessels, laden with wine, wood, &c.

On the 3d of Sept. whilst the Rinaldo of 10 guns, Captain James Anderson, and the Redpole of 10 guns, Captain Colin Macdonald*, were blockading the port of Boulogne, a part of the flotilla, consisting of four praams (ships) of 12 guns each, one bearing an admiral's flag at the main, four gun-brigs of 4 guns each, and seven lugger-rigged gun-boats, of 1 gun each, all long guns, were observed getting under weigh, about eleven o'clock a. m. in the west end of the bay, upon the flood tide, to shift their birth, as was supposed, under the eastern land, the wind being at E. N. E. a strong breeze. Captain Anderson, hoping that a chance might offer of cutting off some of them, should they venture a little way from off the shore, either by their missing stays or otherwise, hovered about them to windward. Observing one of the ships and a brig somewhat astern of the others, he immediately made all possible sail, in hopes of cutting one or other of them off; but they seeing his intention, made sail also, and by keeping a little large, succeeded in getting within the Basse bank, and joined the others, which were lying-to there for them, before the brigs could reach near enough to board. He, however, pursued them within the bank, shortened sail, and at one p. m. commenced action, the Rinaldo and Redpole having their heads lying on the tide, and drove the whole close under their own batteries. The flotilla, being as close to the shore as they could go, tacked and stood off again, in two lines,

* In the annexed plate, the name is, by mistake, written Campbell.

towards the brigs, which having wore round, were lying-to to receive them. The enemy began to fire very briskly as soon as they got their heads off shore, as well as when in stays; but were so warmly received by the brigs, which, by stretching a little ahead, were enabled to rake them, that they soon wore round (firing their broadsides as they wore) and stood in shore again, the brigs also wearing and raking them as they stood in. In this manner they stood off and were driven in to the shore three times successively, the gun-luggers lying all the time to windward, firing on the brigs as occasion offered, and ready to take any advantage that might occur in the event of the brigs having been disabled, or to tow in their own vessels, should they want that assistance. They then bore round up and stood in to their former anchorage, and anchored, finding they could make no impression on the two brigs. Soon after the commencement of the action, one of the gun-brigs and two of the lugger gun-boats ran directly into the harbour, in consequence of the damage they received. The ship carrying the admiral's flag having approached nearer the brigs, in consequence of her being the leading ship, and being particularly attacked by them, received so much damage in the hull, that she was carried into the harbour next morning, to have her shot-holes stopped, and get other repairs. Several others received considerable damage, as the brigs kept in a raking position both as they stood off and stood in. The brigs had some of their rigging shot away, and several shot through their sails, but fortunately no one was hurt on board of either, although the enemy's shot went very far over them. The loss in killed and wounded on board the flotilla could not be ascertained, but from the steady and well-directed fire kept up by the brigs, it is supposed to have been considerable.

On the 20th September, while the Naiad, Captain P. Carteret, was lying at anchor off Boulogne, much bustle was observed among the enemy's flotilla, moored along shore close under the batteries of their bay, which appeared to indicate that some affair of unusual moment was in agitation. At about noon, Buonaparte, in a barge, accompanied by several other officers, was distinctly seen to proceed along their line to the centre ship, which immediately hoisted the imperial standard at the main, and lowered it at his departure, substituting for it a rear-admiral's flag: he afterwards visited others, and then continued in his boat for the rest of the evening; when seven praams, each having 12 24-pounders, long guns, with 120 men, and commanded by Rear-Admiral Baste, weighed and stood towards the Naiad, being expressly ordered by the French ruler to attack her. As the wind was S. W. with a very strong flood tide setting to the N. E. while the enemy bore nearly south, it was clear, that by weighing she only increased her distance from him; so that the only chance of closing with him at all, was by remaining at anchor: the Naiad therefore quietly awaited his attack in that position, with springs on her cable.

It was exclusively in the enemy's own power to choose the distance; each ship

of his squadron stood within gun-shot of the Naiad, which successively fired her broadside, tacked, and in that mode repeated the attack. After this had so continued for three quarters of an hour, ten brigs (said to have 4 long 24-pounders), and one sloop (said to have two such guns), also weighed and joined the ships, occasionally cannonading his Majesty's frigate, which was thus kept up for upwards of two hours without intermission, and returned by the Naiad with equal spirit. At slack water the Naiad weighed her anchor and stood off, partly to repair some trivial damages, but chiefly, by getting to windward, to be better enabled to close with the enemy, and get within shore of some at least of his flotilla. After standing off a short time, the Naiad tacked, and made all sail towards them; but at about sunset it became calm, when the enemy took up his anchorage under the batteries eastward of Boulogne, while the Naiad resumed hers in her former position.

On the 21st September, at seven a. m. moderate breezes and fine weather, wind S. W. seven large praams, carrying 12 long 24-pounders each, five gun-brigs of four and six guns of the same caliber, a number of luggers mounting one long gun each, and a sloop fitted as a bomb-vessel, got under weigh, near point La Creche, on the weather tide, and stood to the westward on the starboard tack, formed in two lines. The weathermost line consisted of three praams, the leading one carrying a rear-admiral's flag, the second a commodore's broad pendant, and the third was a private praam. The lee line consisted of four praams; the brigs and luggers taking stations as most convenient in the rear of the two lines, and opening between them and the bomb close to the rear-admiral. The British bockading squadron, consisting of the Rinaldo of 10 guns, Captain J. Anderson, Redpole of 10 guns, Captain C. Macdonald, Castilian of 18 guns, Captain D. Braimer, and the Viper cutter of 8 guns, Lieutenant E. A. D'Arcy, under the immediate orders of Captain Anderson, having stood in on the Basse bank, in the westernmost part of the bay, near fort L'Heurt, tacked and hove-to with their heads to the W. N. W. to wait the enemy's coming without the range of their batteries, having their colours hoisted and offering battle. While in this situation, Boulogne bearing S. E. by E. 5 or 6 miles, the Naiad of 36 guns, Captain Philip Carteret, which had been at anchor to the eastward, joined them. The whole continued to lie-to till half-past nine, when the outermost or leading praam of the enemy's weather line having come within long gun-shot, hove in stays, as did all the others at nearly the same instant, firing their broadsides as they came round. The moment the praam's helm was put down, the British squadron, by signal from the Naiad, instantly wore round; the brigs making all possible sail in chase, soon passed the Naiad, which seemed steering for the admiral's praam, now the sternmost praam of their weather line. The Rinaldo and Redpole directed their course for the large praam which led their lee line, but now the sternmost of that line, with the intention of laying her on board, the

Rinaldo on her weather bow, and the Redpole on her lee quarter, agreeably to a plan previously arranged by Captain Anderson with Captain Macdonald. Having passed the Naiad about three quarters of a mile or rather more, and when nearly up with the praam, one on each side, the Naiad made the signal for them to "take more open order," and so leave the above praam to her. Upon this they bore round up, shortening sail at the same time, and the Rinaldo running under the praam's stern, poured two well-directed raking broadsides into her, and hauling up under her lee within half pistol-shot, at fifty-eight minutes past nine commenced action with her, supported by the Redpole. By the first two broadsides the Rinaldo severely wounded the praam's masts, brought down her mizen-top-sail and mizen, much cut her other sails, wounded her stern port and rudder, and hulling her every time, killed many of her crew, wounded many more, and drove the remainder below from their quarters, except a few who were stationed in her tops. While the praam was reduced to this state, the Naiad having made sail, came up on her weather quarter, and to get out of the way of her shot, which were flying over and between their masts, the two brigs made sail to attack the next praam ahead, in doing which, they were exposed to the fire of the enemy's weather line, and the shells from the bomb-vessel. When the Naiad got on the praam's starboard bow, she put her helm to starboard and wore right round, carrying the praam, already disabled, round with her, and taking her in tow, stood off to sea with all sail set. The Rinaldo was exposed to the fire of the three praams in the weather line, and of the bomb-vessel, the shells from which were falling about her; and the Redpole succeeded in getting along side of the second praam in their lee line, of which she was in pursuit, but to leeward, which prevented her from laying the praam on board: she attacked her, however, with such good effect, that she obliged her to haul up for the weather line, all her men being driven from their quarters, and for the last quarter of an hour not a gun was returned from her, but still a smart fire of musketry was kept up by the officers only. At this time the praams of the weather line bore down upon her, as they were now so near the vessels at anchor, that they could proceed no further in shore without running on board of them. The Redpole was a little to leeward of the Rinaldo, and so situated that she could seldom fire upon the enemy without the danger of firing into her, and being now near the shore and exposed to the raking fire of the vessels at anchor, she was very properly wore round, for the purpose, by making a short streteh off, of being enabled to close with the enemy, and more effectually support the Rinaldo in the unequal contest she had to maintain. The Castilian, which was still further to leeward, and could rarely fire during the action without firing over or into the other two brigs, followed the example of the Redpole, with the same intentions. The Rinaldo was by this time close into the enemy's anchorage, the vessels from which began to fire upon her, as well as the whole of the vessels under weigh; and the

entire of the batteries all round the heights, with the forts L'Heurt, La Creche, &c. &c. built at low-water mark, opened a tremendous cannonade upon her, she being the only object within their reach. Being in three fathoms water, she wore round amidst all this fire, and continuing the action as long as her guns would reach, stood out to join the Naiad, which, with the disabled 'praam in tow, was standing off under all sail, and had gained a considerable distance in the offing.

On the 24th September, Captain Browne of the Hermes, being close in with Cape Le Heve, recaptured a Prussian brig, bound from Lisbon to London, and would most certainly have taken the privateer, had not the contiguity to his own coast favoured his escape by half an hour's sail, as the Hermes was nearing him fast, but the wind blowing strong on shore prevented further pursuit. Strong westerly winds having driven Captain Browne from his station, and prevented his reaching St. Helen's, he bore up for Dungeness; and on his way thither, when off Beachy Head, discovered a large lugger in the midst of a number of English vessels, several of which she must have captured, and one of which she had already in her possession. She was instantly pursued by the Hermes, and in two hours' time, after sustaining a good deal of firing, which wounded some of her crew, and damaged her sails, she struck; but in the act of taking possession of her, the main-top-sail-yard broke in the slings, and the fore-sail of the Hermes split, from the violence of the wind, which the privateer immediately took advantage of; and although in a situation under the lee of the Hermes when she surrendered, that would have enabled Captain Browne to have totally destroyed her, she had the temerity to endeavour to escape, by making all sail on the opposite tack; but by the greatest exertions on the part of the officers and ship's crew of the Hermes, she wore, and as much sail was set as enabled her to come up again with the enemy, although he had got two miles on the weather bow, when Captain Browne feeling himself justified, after her conduct, not to give her an opportunity of again escaping, determined to run her along side, notwithstanding it blew a gale of wind, with a very heavy sea; in doing which he again endeavoured to escape by crossing the hawse of the Hermes, when in one instant a heavy sea threw him under the bottom of the Hermes, and only twelve men out of fifty were saved, it being impossible to hoist a boat out.

On the 11th October, Captain Vansittart of the Fortunée, being on a cruise in company with the Saldana, Captain Pakenham, a sail was discovered about six or eight miles distant, which immediately tacked and made all sail from them. At three o'clock the Saldana was closing fast on the weather quarter of the chase, and the Fortunée on the lee beam, when the enemy, finding escape impossible, with the shot flying about her in every direction, struck his colours, and proved to be the famous French privateer Le Vice-Amiral Martin, which, by the superiority of her sailing, had repeatedly eluded the vigilance of the British cruisers, and from the style of her sailing, neither ship would have been able to capture her singly. She mounted 18 guns, and had on board 140 men.

On the 10th November, Captain J. Boxer of the Skylark sloop, being off Cape Grisnez, observed a division of the enemy's flotilla, consisting of twelve gun-brigs, standing along shore to the eastward, it then blowing a strong wind from the southward. The Skylark immediately made all sail in chase; and during the morning the Locust gun-brig, commanded by Lieutenant Gedge, was discovered in-shore to windward, standing towards the enemy, between Gravelines and Calais. After an action of four hours, one of the enemy's gun-brigs, of four 24-pounders and 60 men, was captured, and the commodore driven on shore.

An occurrence of the most serious and lamentable description happened this year, in the total loss and destruction of three sail of the line belonging to the Baltic fleet, on their return to England. On the morning of the 24th December, the St. George of 98 guns, Captain Guion, bearing the flag of Admiral Reynolds, and the Defence of 74 guns, Captain D. Atkins, were stranded on the coast of Jutland, and the whole of the officers and crews, with the exception of six men belonging to the St. George, and twelve to the Defence, perished. On the following day, the Hero of 74 guns, Captain Newman, struck upon the Haak sand off the Texel, and was equally unfortunate as the St. George and Defence, the commander, officers, and crew, with the exception of eight men, who were washed on shore, meeting with a similar fate. Such was the violence of the sea, that the Grasshopper, Captain Fanshawe, beat clean over the wreck of the Hero, and went ashore, where she was immediately taken possession of.

On the 17th January following, the Right Hon. C. Yorke, First Lord of the Admiralty, in consequence of a question from Mr. Whitbread, threw considerable light on this mournful subject. The Hero, he observed, was the victim of one of those erroneous calculations in navigation which are unavoidable in dangerous seas and during severe weather. The officers on board that ship conceived, it appears, that they were close to the British coast at the very time when they struck upon that of Holland. There was, however, a difference in the unfortunate case of the St. George and Defence. Orders had been given to the admiral in the Baltic, not to retard the last convoy homeward bound, on any account, later than the 1st November, but he had a discretionary power to come away sooner if there should be occasion. Admiral Reynolds sailed accordingly from Hano on the 1st of November, but was obliged by gales to put back three times, and he finally was not able to leave that anchorage before the middle of November. On the 15th, when in the Belt, the convoy met another heavy gale of wind, in which a large merchant-ship nearly broke from her anchors, and unhappily fell athwart the St. George, which, by this accident, was driven on shore, lost her rudder, and was forced to cut away her masts. By great exertions, however, she was saved, and carried to Wingo Sound, where she was refitted as well as circumstances would admit, and had jury-masts set up; after which, in the opinion of the officers, she was quite capable of the voyage home. Had it been otherwise,

the admiral would have shifted his flag, and would even have been justified in destroying the ship, and conveying her crew in others to England. Two ships of the line, the Cressy and Defence, were appointed to attend the St. George, and they all sailed on the 17th December, having till then been detained by contrary winds, and had cleared the Sleeve, when unhappily a tremendous gale of wind came on from an unfavourable quarter; and on the morning of the 24th the lamentable catastrophe of the St. George and Defence occurred, the Cressy having with great difficulty escaped.

BALTIC.

Copy of a Letter from Captain J. W. Maurice *to Sir* J. Saumarez, *dated Anholt, March* 27.

"Sir,——I reported to you, in my letter of the 10th ultimo, my having received information of an intended attack on this island by the Danes. On the 8th inst. I received a corroboration of this intelligence; but as every exertion had been made to complete the works as well as our materials would allow, and as picquets were nightly stationed from one extreme of the island to the other, in order to prevent surprise, I waited with confidence the meditated attack.

"Yesterday his Majesty's ship Tartar anchored on the north side of the island. The enemy's flotilla and army, consisting in all of nearly 4000 men, have this day, after a close combat of four hours and a half, received a most complete and decisive defeat, and are fled back to their ports, with the loss of three pieces of cannon, and upwards of 500 prisoners, a number greater by 150 men than the garrison I command.

"I am now to detail the proceedings of the day. In the morning, just before the dawn, the out-picquets on the south side of the island made the signal for the enemy being in sight. The garrison was immediately put under arms, and I lost not a moment in proceeding with the brigade of howitzers and 200 infantry, accompanied by Captain Torrens (who had hitherto acted as major-commandant to the battalion), in order to oppose their landing. On ascending an elevation for the purpose of reconnoitring, I discovered the landing had already been effected, under cover of darkness and a fog, and that the enemy were advancing rapidly, and in great numbers.

"On both wings the enemy now far out-flanked us, and I saw, that if we continued to advance, they would get between us and our works. I instantly ordered a retreat, which was effected in good order, and without loss, although the enemy were within pistol-shot of our rear, and seemed determined to enter our batteries by storm; but Fort Yorke and the Massareene battery opened such a well-directed fire of grape and musketry, that the assailants were obliged to fall back and shelter themselves under the sand-hills. As the day lightened, we perceived that the enemy's flotilla, consisting of eighteen gun-boats, had taken a position

on the south side of the island, at point-blank shot. I ordered the signal to be made to the Tartar and Sheldrake, that the enemy had landed; upon which these vessels immediately weighed, and, under a heavy press of sail, used every endeavour to beat up to the south side; but the extent of shoals threw them out so many miles, that it was some hours before their intention could be accomplished. The gun-boats now opened a very heavy fire on our works, while a column of about 600 men crossed the island to the westward, and took up a position on the northern shore, covered by hillocks of sand, by breaks and inequality of ground. Another column made many attempts to carry the Massareene battery by storm, but were as often repulsed, and compelled to cover themselves under hillocks of sand, which on this island are thrown up by every gale.

"The column on the south side had now succeeded in bringing up a field-piece against us, and Captain Holtoway, who had commanded at the advanced post, joined us by water. I had been under great apprehensions that this officer had fallen into the hands of the enemy; but finding, after several gallant attempts, that he was cut off from reaching head-quarters by land, he, with the coolest judgment, launched a boat, and landed his party under Fort Yorke, amidst the acclamations of the garrison. Immediately afterwards, Lieutenant H. L. Baker, who, with Lieutenant Turnbull of the royal marines, and some brave volunteers, had, in the Anholt schooner, gone on the daring enterprise of destroying the enemy's flotilla in his ports, bore down along the north side of the island. Things were in this position when the column on the northern shore, which, divided by sand-hills, had approached within fifty paces of our lines, made another desperate effort to carry the Massareene battery by storm. The column to the south-east also pushed on, and the reserve appeared on the hills ready to support them; but while the commanding officer was leading on his men with great gallantry, a musket-ball put a period to his life. Panic-struck by the loss of their chief, the enemy again fell back, and sheltered themselves behind the sand-hills. At this critical moment, Lieutenant Baker, with great skill and gallantry, anchored his vessel on their flank, and opened a well-directed fire. The sand-hills being no longer a protection, and finding it impossible either to advance or retreat, the assailants hung out a flag of truce, and offered to surrender upon terms; but I would listen to nothing but an unconditional surrender, which, after some deliberation, was complied with.

"In the mean time, the gun-boats on the south side, which had been much galled by the fire of Fort Yorke and the Massareene battery, got under weigh, and stood to the westward; and the column of the enemy which had advanced on the south side, finding their retreat no longer covered by the flotilla, also hung out a flag of truce, and I sent out an officer to meet it. I was asked to surrender: the reply that I returned is unnecessary to mention. The enemy, perceiving my determination, sought permission to embark without molestation, but I would lis-

ten to nothing but an unconditional submission; and I have the pleasure to inform you, that this corps also laid down their arms, and surrendered themselves as prisoners of war. The prisoners, who were now more numerous than my small garrison, were no sooner secured, than operations were commenced against the reserve, which had been seen retreating to the westward of the island. I took the field with Captain Torrens (who, though wounded, insisted on accompanying me), and Lieutenant and Adjutant Steele; but as our prisoners were so numerous, and as we had no place of security in which to place them, I could only employ on this occasion the brigade of howitzers under Lieutenants R. C. Steele and Bezant, of the royal marine artillery, and part of the light company commanded by Lieutenant Turnbull. When we arrived at the west end of the island, we found that the enemy had formed on the beach, and were protected by fourteen gun-boats, towed close to the shore. To attack such a force with four howitzers and 40 men seemed a useless sacrifice of brave men's lives; I therefore, with the advice of Captain Torrens, halted on the hills, while I reluctantly saw the reserve embark, under cover of the gun-boats, and the flotilla take a final leave of the island.

"I am happy to say our loss has not been so considerable as might have been expected from so desperate an attack, we having only two killed and thirty wounded. The enemy have suffered severely: we have buried between thirty and forty of their dead, and have received in the hospital twenty-three of their wounded, most of them having undergone amputations, three since dead of their wounds, besides a great number whom they carried off the field to their boats. Major Melsteat, the commandant, fell in the field; Captain Borgen, the next in command, wounded in the arm; Captain Prutz, adjutant-general to the commander of the forces in Jutland, lost both his legs, since dead.

"The most pleasing part of my duty is to bear testimony to the zeal, energy, and intrepidity of the officers and men I had the honour to command: to particularize would be impossible; the same ardour inspired the whole. To Lieutenant Baker, next in command, who will have the honour of delivering this despatch, and will give you every information you may require, I am much indebted; his merit and zeal as an officer, which I have some years been acquainted with, and his volunteering with me on this service, claim my warmest esteem. Captain Torrens, the senior officer of the royal marines, and who acted as commandant of the garrison, bore a conspicuous part on this day, and although wounded, I did not lose his valuable service and able support: the discipline and state of perfection to which he had brought the battalion, are highly creditable to him as an officer. Lieutenant R. C. Steele, senior officer of the royal marine artillery, also claims my warmest acknowledgments for the arrangements he made, which enabled us to keep up so heavy and destructive a fire. Captain Steele, Lieutenant and Quarter-Master Fischer (senior subaltern), Lieutenant and Adjutant Steele,

Lieutenants Stewart, Gray, Ford, Jellico, Atkinson, and Curtayne, all merit my warmest acknowledgments for the assistance they afforded me. Lieutenant Bezant, of the royal marine artillery, deserves every commendation I can give him, for his cool and able judgment in the direction of the guns on the Massareene battery. Lieutenant Turnbull, who acted as a captain to the light company, when we pursued the reserve, manifested such zeal and energy, that I have no doubt, had we have brought the enemy again to action, he would have borne a very conspicuous part. I cannot sufficiently express my thanks to Captains Baker and Stewart of the Tartar and Sheldrake, for their great exertions to get round to the flotilla; and had the wind the least favoured them, they would have destroyed the whole. I am happy to add, that the property belonging to the merchants has been fully protected, without the least loss.

"The expedition sailed from the Randers, commanded by Major Melsteat (an officer of great distinction), and consisted of the following corps: 2d battalion of Jutland sharp-shooters, 4th battalion 2d regiment of Jutland yagers, 1st regiment of Jutland infantry, with some others, the names of which cannot be ascertained."

Copy of a Letter from Captain J. Baker *to Sir* J. Saumarez, *dated Tartar, off Anholt, March* 31.

Sir,——I have the honour to acquaint you, that the Wrangler and Safeguard not being ready, I proceeded with the Sheldrake, according to your orders, from Yarmouth roads on the 20th inst. and anchored off the north side of Anholt on the 26th. On communicating with Captain Maurice, I was happy to learn from him that the garrison were in high health and spirits, and fully prepared to repel any attack which the enemy might meditate against them; and an opportunity very speedily occurred to prove the just foundation on which he reposed his confidence in them, for at dawn of day on the following morning we observed a heavy firing commence from the batteries round the lighthouses, which made it certain that the island was attacked on the south side. I immediately weighed, as also the Sheldrake; and as soon as it was sufficiently light, a telegraphic signal was made from the island, that the enemy had landed, and that the gun-boats kept up a heavy fire. The wind being from the westward, I had the mortifying alternative to run ten or eleven miles to leeward to get round the reef extending from the east end of the island, or beat up a still greater distance to weather that branching out from its north-west point; but considering that the knowledge of the frigate being near the island (of which they were hitherto ignorant) would make a considerable impression on the enemy, I resolved on going to leeward, round the shoal of the Knobens, as bringing me sooner in their sight; at the same time I made the signal to the Sheldrake to keep on the north side of the island, Captain Maurice having signified, by telegraph, that she would be serviceable there.

As we rounded the reef, the noble and incessant fire kept up from the English

batteries left no doubt in my mind as to the result of the affair; and about ten o'clock, I had the satisfaction to observe a signal made from the lighthouse, that the enemy's troops, to the number of 5 or 600, had surrendered at discretion.

As I had expected, their flotilla made off the instant the Tartar came in sight, and the wind being light during the fore part of the day, they were enabled to sweep directly to windward; and as their small draught of water allowed them to go within the western reefs of the island, while we were obliged to beat round it, they were nearly out of sight to leeward before we could bear up after them: the Sheldrake, however, was happily placed in the way of that division of them which endeavoured to escape towards the coast of Sweden.

I beg leave to inclose a copy of Captain Stewart's letter to me, stating the capture of two of them; and I cannot sufficiently praise the intrepidity and skill with which he attacked a force so superior to his own. Those which I pursued separated on different courses; three of the largest steered for the Island of Lessoe, and I followed them, but they had gained so much the start, that they were not within reach of my guns when night came on, and we found ourselves in shoal water on the flat extending to the southward of that island, and were obliged to haul off. I afterwards captured two of their transports, which I had passed during the chase of the gun-boats: one of them had twenty-two soldiers on board, with a considerable quantity of ammunition, shells, &c.; the other contained provisions.

The island being greatly encumbered with prisoners, Captain Maurice has sent a flag of truce to Jutland, offering to release them on their parole not to serve until regularly exchanged. If this proposal should be accepted, it is my intention to take them over to Randers in the Tartar and Sheldrake, and at the same time to demand the officers and crew of his Majesty's late sloop Pandora, wrecked.

The prisoners of war taken in the gun-boats, consist of two lieutenants of the Danish navy, and 119 men.

I have directed the Wrangler to proceed to England with Lieutenant Baker, royal navy, of the Island of Anholt, charged with Captain Maurice's despatches, which I hope will meet with your approbation.

(Signed,) JOSEPH BAKER.

Copy of a Letter from Captain J. P. STEWART *to Captain* BAKER, *dated Sheldrake, Anholt, March* 28.

SIR,——In obedience to your signal yesterday, to keep on the north side of the island, my attention was particularly occupied in preventing the escape of the enemy's flotilla to leeward, hoping by so doing I anticipated your wishes.

At two p.m. observing the Tartar to windward of the island, and the gun-boats endeavouring to push through the passage inside the reef, I endeavoured to place myself in such a situation as to turn them, or render an action unavoidable. About

four p. m. we closed within long range of shot, their force consisting of sixteen gun-boats and armed vessels, in close and compact order, formed in line, steering down with the apparent determination of supporting each other; but they finding us equally determined to bring them to close action, began to disperse just when we were in hopes of placing ourselves in such a situation as must have annihilated the whole of them in a short time. However, as five of them sailed in our direction, I kept after them, and have the pleasure to inform you we brought them to close action at half-past four, when one of them (No. 9) immediately struck; she mounted two long 18-pounders and four brass howitzers, 65 men, and commanded by a lieutenant of repute in the Danish navy. Immediately the prisoners were on board, we made all sail after the largest lugger, which I am also happy to inform you we captured about eight p. m. after exchanging a few shot. She proved to be a gun-vessel, No. 1, mounting two long 24-pounders and four brass howitzers, with a complement of 70 men, only 60 of whom we found on board; from the number of shot she received, I am convinced she must have lost many of her crew: her commander is also a lieutenant in the Danish navy.

I am extremely rejoiced to say that we have no person hurt; our sails and rigging being a little cut, and a few grape-shot in the hull, is the extent of our damage.

I feel great pleasure in being able to inform you, that the officers and crew I have the honour to command, behaved so as to meet my warmest praise; and I can assure you, sir, that all on board were greatly disappointed at the enemy not allowing us the pleasure of making an example of the so-much-talked-of Danish gun-boats. Night coming on, and we having on board forty more prisoners than our own people, I am sorry to say we could not succeed in capturing any more of them, as they separated after the first had struck; but several that escaped were under our fire, and appeared to have suffered much—so much, that some of the people say one was sunk. (Signed,) J. P. STEWART.

MEDITERRANEAN.

On the 6th of February, the squadron under the command of Captain G. Eyre of the Magnificent, captured twenty-two vessels from Otranto: one of them, a vessel of 100 tons, was laden with ordnance stores; and another, of the same size, with every article of sails, cordage, and ammunition, proper for the equipment of twenty-five gun-vessels. The rest were laden with corn, having also on board 350 soldiers; the whole bound for the relief of Corfu.

Copy of a Letter from Captain H. WHITBY, *dated Cerberus, Feb.* 13.

"SIR,——Having completed the water of his Majesty's ships under my command at Lissa on the 9th instant, I proceeded to reconnoitre the coast of Italy with this ship and the Active, in hopes of intercepting vessels which were reported to

have sailed from Ancona for Corfu, and taken shelter in various harbours along the coast, during the southerly winds just set in.

"On the morning of the 12th inst. we discovered several vessels lying under the town of Ortona; and as the wind was light, the boats of both ships were despatched, under the orders of Lieutenant Dickinson (first of the Cerberus), to bring them out if practicable. On the near approach of the boats to the vessels, a fire of great guns and small arms was instantly opened from an armed trabaccolo (which was not till then observed), and soldiers posted on the beach and hills commanding the bay. Our boats formed in close order, gave three hearty cheers, and in a few minutes cleared all before them, the men from the vessels and the troops on shore running in all directions.

"To prevent any annoyance whilst the prizes were bringing out, Lieutenant Dickinson landed with the marines under Lieutenant Mears of that corps, embarked in the Active, and a division of small-armed men under Mr. J. Rennie, master's mate of this ship, taking a strong position on the hills, and planting the British flag at the very gates of the town; whilst the launches, under Lieutenants Haye and Campston, with the barge of the Active, under Mr. J. Gibson, master's mate of that ship, were employed in covering them with the carronades. This judicious and advantageous movement was of the greatest service to those employed at the sea-side, as it kept the soldiers and inhabitants, who had collected in great force, in check, and allowed the work which had been so ably undertaken to be most fully completed; as in addition to the convoy, consisting of ten sail (under the vessel armed with six guns), which was found in the harbour laden with grain, oil, &c. two large magazines, filled with all sorts of naval and military stores, destined for the garrison of Corfu, and which it is said they stand in much need of, were most completely detroyed by fire; and I feel convinced the enemy will suffer most severely by this capture, as they must have been some time in making so large a collection.

"As I believe you are unacquainted with the situation of Ortona, I must beg leave to state it, and you will then be able to form your own opinion of the difficulties that existed, and to which our boats and men were necessarily exposed. The harbour is formed by a large pier running out into the sea, and connected with a range of hills leading to the town, which stands on the top of the largest, completely commanding the vessels in the bay and the road up to it, so that the marines, to gain the strong post they had, and to prevent being exposed to the severe fire of musketry, were obliged to climb up the rocks by their hands, with a prospect of falling down a precipice every step they took.

"Having detailed to you, sir, the particulars of this service, I have much pleasure in adding, that our loss has been only four wounded; and when it is considered, that they were exposed to a teasing fire from the bushes and houses from ten in the morning till three in the afternoon, it will, I trust, be thought trifling in

comparison with the annoyance the enemy have received by the capture and destruction of their magazines and vessels.

"I cannot speak too highly of the gallant conduct of Lieutenant Dickinson on this occasion: the style in which he boarded the trabaccolo, armed with six guns and full of men, with the gig of this ship, supported by the barge under Mr. Rennie (of whom he speaks in the highest terms of praise), forms only a part of his merit; his arrangements being so well made, and so promptly executed by those under his command, were such as to have insured the most complete success, could it have been possible for the enemy to have collected any additional regular force with that already opposed to them. No language I can make use of is strong enough to express the zeal and conduct of every person concerned. I feel particularly indebted to Captain Gordon for the judicious manner in which his ship was placed, by which means he prevented any body of the enemy from forming in the rear of our men, and the promptitude and zealous co-operation I have constantly experienced from him since we have served together."

Copy of a Letter from Sir R. G. KEATS *to Sir* C. COTTON, *dated Milford, Bay of Cadiz, Feb. 20.*

"SIR,——An expedition having been determined upon by the Spanish government, to which Lieutenant-General Graham has consented to give his personal assistance, together with that of a considerable portion of the troops under his command, I have felt it my duty, after fully stating in council the uncertainty and risk to which, at this season of the year, all measures connected with naval operations on the coast are subject, to lend the expedition all the aid and assistance in my power; and a body of troops, exceeding 3000, including cavalry, various military stores and provisions, are at present embarked, either in his Majesty's ships named in the margin*, in such transports as I could avail myself of, or in Spanish men of war and small transports of our ally; and the whole, together with a numerous fleet of Spanish transports, in which a body of 7000 troops of that nation are embarked, are waiting in this bay for a favourable opportunity to proceed into the Straits, with a view to force a landing between Cape Trafalgar and Cape de Plata, at Tariffa or at Algesiras, in failure of the two former places. General La Pena is the commander in chief of this expedition; and as the object is to unite the Spanish forces at St. Roche with the troops sent from hence, with a view to make a combined attack on the rear of the enemy's line before Cadiz, at the same time some demonstrations, and an attempt to open a communication with our troops, are to be made from this quarter, which is thought to require my particular attention; I have therefore placed the execution of the British naval part of the expedition under the able command of Captain Brace of the St. Albans."

* St. Albans, Druid, Comus, Sabine, Tuscan, Ephira, Steady, and Rebuff.

Copy of a Letter from Sir R. G. KEATS *to Sir* C. COTTON, *dated Milford, Bay of Cadiz, Feb.* 28.

"SIR,——I have the honour, in further reference to my letter (No. 20.) of the 20th inst. to inform you, that it being determined to let the troops of the expedition proceed by the earliest opportunity, and it being conceived, from the appearance of the weather, that the Spanish part would be able to get out on the afternoon and night of the 21st, the British naval part, under Captain Brace, put to sea accordingly, and, with the exception of one transport, got into the Straits; but it being impracticable to make a landing either in the vicinity of Cape Trafalgar or Tariffa, Captain Brace proceeded to Algesiras, where General Graham and the troops were landed, and marched to Tariffa, to which place (the roads being impracticable for carriages) the artillery, provisions, stores, &c. owing, as the general is pleased to express, to the extraordinary exertions of the navy, were conveyed in boats, notwithstanding the unfavourable state of winds and weather. The Spanish part of the expedition, though it twice attempted to get out, was driven back to this bay, and it was the 27th before it was enabled to reach Tariffa."

Copy of a Letter from Sir R. G. KEATS *to Sir* C. COTTON, *dated Milford, Bay of Cadiz, March* 7.

"SIR,——I have the honour to inform you, that the combined English and Spanish army, under their respective commanders, General La Pena and Lieutenant-General Graham, moved from Tariffa on the 28th ult. towards Barbate, attended by such naval means as circumstances of weather would permit. Preparations were made by me and our ally, and acted upon, to menace the Trocadero and other points, in order, as the army advanced, to favour its operations; and arrangements were made for a landing, and real or feigned attacks, as circumstances might determine; and to this end the regiment of Toledo was embarked on board his Majesty's ship in the bay. On the 1st inst. General Zayas pushed across the Santi Petri, near the coast, a strong body of Spanish troops, threw a bridge across the river, and formed a *tête-du-pont*. This post was attacked on the nights of the 3d and 4th with vigour by the enemy; and though he was eventually repulsed, the loss was very considerable on the part of our ally on the 3d, as the weather, from the earliest preparation for the expedition, had been such as to prevent the possibility of landing on the coast or even bay without great risk, and with no prospect of being able to re-embark, should such a measure become necessary. The apprehension of having a force which, with such prospects, I could scarcely expect actively to employ, when its services might be positively useful elsewhere in defending the *tête-du-pont*, or in opening a communication with the army from the Isla de Leon, induced me to state my sentiments on the subject, and the regiment of Toledo was in consequence disembarked. The sea on the coast having considerably impeded our communications, we were still un-

certain whether the advance of the army would be by Medina or Conil, and its precise situation, until the 5th, when, at eleven a. m. I was informed by telelgraph from the Isla de Leon, that it was seen advancing from the southward, near the coast: but though the Implacable and Standard weighed, the pilots refused to take them to their appointed stations; and, in the opinion of the best informed, the weather was of too threatening a cast to venture a landing, and which, as the army was engaged by noon, according to telegraph, would not have favoured its operations. Under such circumstances, our measures were necessarily confined to feints; whilst the British troops, led by their gallant and able commander, forgetting, on the sight of the enemy, their own fatigue and privations, and regardless of advantage in the numbers and situation of the enemy, gained by its determined valour (though not without considerable loss) a victory uneclipsed by any of the brave achievements of the British armies."

Copy of a Letter from Sir R. G. KEATS *to Sir* C. COTTON, *dated Milford, Bay of Cadiz, March* 7.

"SIR,——I have the honour to inform you, that the wind having come off the land, and the sea much abated, two landings were effected, by way of diversion, yesterday morning between Rota and Catalina, and between that and Santa Maria, with the royal marines, commanded by Captain English of the Implacable, 200 seamen of the squadron, and 80 of the Spanish marine, one division of which was under the direction of Captain Spranger of the Warrior, the other under Captain Kittoe of this ship: at the same time Catalina was bombarded by the Hound and Thunder bombs, and that fort and the batteries on the east side of the bay were kept in check with much spirit by the gun and mortar-boats, under the respective commands of Captains Hall and Fellowes. One redoubt of four guns, near Santa Maria, was stormed by the marines of this ship, led by Captain Fottrell; a second, to the south of Guadalite, was taken by Captain Fellowes' division of the flotilla; and the guns of all the sea-defences, together with the small fort of Puntilla, from Rota (which the enemy evacuated) to Santa Maria, with the exception of Catalina, were spiked, and the works dismantled. Preparations were also made to attack the *tête-du-pont* and other defences of the bridge of Santa Maria; but a strong corps of the enemy, consisting of 2000 cavalry and infantry, rapidly advancing on the road from Port Real (aware that our troops had crossed the Santi Petri into the Isla de Leon, and that the purposes of a diversion had been answered), I ordered the seamen and marines to re-embark, and the boats (which got on board with difficulty) had not put off many minutes before the enemy arrived on the spot. The enemy had one officer and several soldiers killed and wounded, and an officer and 30 prisoners were taken in the redoubt that was stormed, the rest making their escape. Lieutenant W. F. Carrol, whose conduct on all occasions has been conspicuous, having had his gun-boat

sunk before Catalina, and thereby sustained a considerable loss, I have given him six weeks' leave of absence, and with it duplicates of my despatches. I inclose a list of killed and wounded."

A RETURN *of the* KILLED *and* WOUNDED *in an Attack on Santa Maria, March* 6.

Milford.—2 Killed and 7 wounded.
St. Albans.—1 Killed and 2 wounded.
Hound.—2 Wounded.
Alfred.—1 Wounded.
San Juan.—1 Wounded.
Diadem transport.—1 Wounded.

Copy of a Letter from Captain W. HOSTE *to Captain* G. EYRE, *dated Amphion, off the Island of Lissa, March* 14.

"SIR,——It is with much pleasure I have to acquaint you, that, after an action of six hours, we have completely defeated the combined French and Italian squadrons, consisting of five frigates, one corvette, one brig, two schooners, one gun-boat, and one zebec: the force opposed to them was H. M. ships Amphion, Cerberus, Active, and Volage. On the morning of the 13th, the Active made the signal for a strange fleet to windward, and daylight discovered to us the enemy's squadron lying-to off the north point of the Island of Lissa: the wind at that time was from the north-west, a fine breeze. The enemy having formed in two divisions, instantly bore down to attack us under all possible sail. The British line, led by the Amphion, was formed (by signal) in the closest order on the starboard tack to receive them. At nine a. m. the action commenced by our firing on the headmost ships as they came within range: the intention of the enemy appeared to be to break our line in two places, the starboard division, led by the French commodore, bearing upon the Amphion and Active, and the larboard division on the Cerberus and Volage; in this attempt he failed (though almost aboard of us), by the well-directed fire and compact order of our line. He then endeavoured to round the van ship, to engage to leeward, and thereby place us between two fires; but was so warmly received in the attempt, and rendered so totally unmanageable, that in the act of wearing, he went on shore on the rocks of Lissa in the greatest possible confusion.

The line was then wore to renew the action, the Amphion not half a cable's length from the shore; the remainder of the enemy's starboard division passing under our stern and engaging us to leeward, whilst the larboard division tacked and remained to windward, engaging the Cerberus, Volage, and Active. In this situation the action commenced with great fury, H. M. ships frequently in positions which unavoidably exposed them to a raking fire of the enemy, who with his superiority of numbers had ability to take advantage of it; but nothing, sir, could withstand the brave squadron I had the honour to command. At twenty minutes past eleven a. m. the Flora struck her colours, and at twelve the Bellona followed her example. The enemy to windward now endeavoured to

make off, but were followed up as close as the disabled state of H. M. ships would admit of, and the Active and Cerberus were enabled at three p. m. to compel the sternmost of them to surrender, when the action ceased, leaving us in possession of the Corona of 44 guns, and the Bellona of 32 guns (the French commodore), the Favorite of 44 guns on shore, which shortly after blew up with a dreadful explosion; the corvette of the enemy making all possible sail to the north-west, and the two frigates crowding sail for the port of Lessina, the brig making off to the south-east, and the small craft flying in every direction; nor was it in my power to prevent them, having no ship in a state to follow them.

"I must now account for the Flora's getting away after having struck her colours. At the time I was engaged with that ship, the Bellona was raking us, and when she struck, I had no boat that could possibly take possession of her: I therefore preferred closing with the Bellona and taking her, to losing time along side the Flora, which I already considered belonging to us. I call on the officers of my own squadron as well as those of the enemy to witness my assertion. The correspondence I have had on this subject with the the French captain of the Danaë (now their commodore), and which I inclose herewith, is convincing, and even their own officers (prisoners here) acknowledge the fact. Indeed I might have sunk her, and so might the Active; but as the colours were down, and all firing from her had long ceased, both Captain Gordon and myself considered her as our own: the delay of getting a boat on board the Bellona, and the anxious pursuit of Captain Gordon after the beaten enemy, enabled her to steal off, till too late for our shattered ships to come up with her, her rigging and sails apparently not much injured; but by the laws of war, I shall ever maintain she belongs to us. The enemy's squadron, as per inclosed return, was commanded by Monsieur Dubourdieu, a capitaine de vaisseau, and a member of the Legion of Honour, who is killed. In justice to a brave man, I must say, he set a noble example of intrepidity to those under him. They sailed from Ancona the 11th instant, with 500 troops on board, and every thing necessary for fortifying and garrisoning the Island of Lissa. Thanks to Providence, we have this time prevented them.

"I have to lament the loss of many valuable officers and men; but in a contest of this kind it was to be expected. It is now my duty to endeavour to do justice to the brave officers and men I had the honour to command. I feel myself unequal to the task; nothing from my pen can add to their merit. From your own knowledge of Captains Gordon, Whitby, and Hornby, and the discipline of their ships, every thing you know, sir, might be expected; and if an officer so nearly in the same rank as themselves may be permitted to give an opinion, I should say, they exceeded my most sanguine expectations; and it is a duty I owe all to express, in the most public manner, my grateful sense of the brave and gallant conduct of every captain, officer, seaman, and royal marine, employed on this

occasion. From my first lieutenant, Sir David Dunn, I received every assistance that might be expected from a zealous, brave, and intelligent officer; and his exertions (though wounded) in repairing our damage, is as praiseworthy as his conduct in the action, particularly as I have been unable to assist him, from a wound in my right arm, and several severe contusions. Captain Moore, of the royal marines of this ship, received a wound, but returned to his quarters immediately it was dressed. The captains of the squadron speak in the warmest terms of their officers and men, particularly of their first lieutenants, Dickenson, Henderson, and Wolridge; and the behaviour of my own officers and ship's company, who have been with me so long, was every thing I expected from their tried worth; but I must not particularize where all were equally meritorious. I am now on my way to Lissa with the squadron and prizes. The damage the ships have sustained is very considerable, and I fear will render us totally incapable of keeping the sea. I inclose a statement of the enemy's force, together with a return of killed and wounded in the squadron, and deeply lament that it is so great."

ENGLISH SQUADRON.

Amphion, William Hoste, Esq. captain, of 32 guns, and 254 men.

Active, J. A. Gordon, Esq. captain, of 38 guns, and 300 men.

Volage, P. Hornby, Esq. captain, of 22 guns, and 175 men.

Cerberus, Henry Whitby, Esq. captain, of 32 guns, and 254 men.

Total 124 guns, (104 short of complement) 879 men.

FRENCH SQUADRON.

La Favorite, Monsieur Dubourdieu, commandant de division, Captain Dellamalliere, of 44 guns, and 350 men; burnt.

La Flore, M. Peridier, captain, of 44 guns, and 350 men; struck, but escaped.

La Danaë, of 44 guns, and 350 men; escaped.

La Corona, M. Pasquilago, captain, of 44 24-pounders, and 350 men; taken.

La Bellona, M. Dudon, captain, of 32 guns, and 224 men; taken.

La Caroline, M. Baratavick, captain, of 28 guns, and 224 men; escaped.

La Principe de Augusta brig, Bologne, captain, of 16 guns, and 105 men; escaped.

Schooner, of 10 guns, and 60 men; escaped.

Schooner, of 2 guns, and 37 men; escaped.

Zebec, of 6 guns, and 70 men; escaped.

Gun-boat, of 2 guns, and 35 men; escaped.

Troops embarked, 500.

Total 272 guns, 2655 men.

KILLED *and* WOUNDED.

Amphion, 15 killed, 47 wounded.—Cerberus, 13 killed, 44 wounded.—Active, 9 killed, 26 wounded.—Volage, 13 killed, 33 wounded.—Total, 50 killed, 150 wounded.

Copy of a Letter from Captain W. Hoste *to Captain* G. Eyre, *Esq. dated Amphion, Island of Lissa, Adriatic, March* 15.

" Sir,——On my arrival here this morning, I found the remainder of the French commodore's crew and troops, two hundred in number, had retired to Lissa; they were summoned to surrender by Messrs. Lew and Kingston, two midshipmen of the Active, who had been left in charge of prizes and several men belonging to privateers. The summons was acceded to; they laid down their arms, and were made prisoners of war. The spirited conduct of these young men deserves every praise. Nor can I forbear mentioning the dastardly behaviour of a Sicilian privateer brig, of 14 guns, named the Vincitore, and commanded by Captain Clemento Fama, which was lying in this port, and previous to the commencement of the action hauled down his colours to a small one-gun Venetian schooner: this was witnessed by every man in the squadron, and I believe there was but one opinion on the subject. Messrs. Kingston and Lew afterwards went on board, took charge of the brig, beat off the schooner, and prevented her from destroying the vessels in the bay.

" I have omitted a circumstance in my former letter respecting the Corona, which, from the meritorious conduct of those officers and men employed, deserves to be mentioned. The Corona caught fire in the main-top shortly after her capture, and the whole of her main-mast and rigging was instantly in flames. Lieutenants Dickenson of the Cerberus, and Hay of the Active, with a party of men, were on board of her at the time. The ship now presented a most awful spectacle, and I had quite given her up as lost. No possible assistance could be afforded from the squadron, and she had to trust alone to her own exertions: these, however, were not wanting, and by the extraordinary perseverance and coolness of the officers and men employed, the fire was at last extinguished, with the loss of the main-mast, and the ship of course saved to the service. I have to express my warmest thanks to Lieutenants Dickenson and Hay, and the officers and men employed, and beg leave to recommend them to the commander in chief."

Captain R. W. Otway, of the Ajax, having received instructions to intercept three frigates which had escaped from Toulon to the eastward, lost not a moment in pushing through the straits of Bonifacio, directing the Unité, at the same time, to go round by Cape Corse: on his rejoining her, on the 30th March, off Elba, he was informed she had been chased during the day by the enemy's frigates, and that they were working through the Piombino passage. All sail was immediately made in that direction, and at dawn on the following morning they were discovered, as per margin*, a little to windward. From the short distance they were from the land, only the Dromadaire, the rear ship, could be cut off; the other two narrowly escaped from Captain Chamberlayne, by running into Porto Ferrago.

* Emily 40 guns, Adrian 40, Dromadaire 20.

The Dromadaire was a very fine frigate-built ship, of 800 tons, a remarkably good sailer, and only five months old; she was constructed by the French government for the express purpose of carrying stores. Her cargo consisted of 15,000 shot and shells, of different sizes, and 90 tons of gunpowder. She was commanded by a lieutenant de vaisseau, and her complement was 150 men; bound to Corfu.

Copy of a Letter from Captain BARRIE, *dated Pomone, off Sagone, May 2.*

"SIR,——My letter of the 23d ult. would acquaint you with the intelligence I had received of the enemy's force in Sagone, and that it was my intention, under particular circumstances, to attack them.

"I have now the honour to inform you, that on the evening of the 30th I arrived off the bay, the Unité and Scout in company: the Scout joined in the morning, and Captain Sharpe having very handsomely volunteered his services to take charge of the landing party in the projected attack, I consented to take the Scout under my orders. At sunset the Unité made the signal for an enemy's frigate at anchor. By daybreak on the 21st the Pomone was close off Liamone, and I had the satisfaction to observe the enemy's three ships in Sagone bay. It was nearly calm, and the variable winds which prevail at this season having thrown the Unité along way astern; I abandoned my design of attempting to take the tower and battery by surprise; and it was fortunate I did so, for as the day opened, we could clearly observe the enemy in full possession of the heights, and ready to receive us. He appeared to have about 200 regular troops, with their field-pieces, &c. and a number of the armed inhabitants; the battery, consisting of four guns and one mortar, presented a more formidable appearance than I expected, and a gun was mounted on the martello tower above the battery: the three ships were moored within a stone's throw of the battery, and had each two cables on shore; their broadsides were presented to us. The smallest ship (La Giraffe) hoisted a broad pendant; she appeared to be a sister vessel to the Var, and shewed 13 guns on each side the main-deck. The other ship (La Nourrice) was much larger, and shewed 14 guns; her lower-deck ports were open, but she had no guns in them. The armed ship was partly hid by the Nourrice, so that we could not make out her force.

"The bay is so small that it is impossible to approach without being exposed to the raking fire of the whole. Notwithstanding their strong position, the crews of each ship came forward in the most noble manner, and volunteered their services to land, or, as it was quite calm, even to attack the enemy's ships with the boats. Captains Chamberlayne and Sharpe both agreed with me, that we could do nothing by landing, and it would have been madness to send in the boats: however, I signified (by telegraph) that it was my intention to attack as soon as a breeze sprung up. As the calm continued, at half-past five p. m. I gave up all

hopes of the sea breeze, and fearing any longer delay would enable the enemy to increase his force, I determined on towing the ships in. My pen is too feeble to express my admiration of the zealous and spirited conduct of the boats' crews employed on this service; the same zeal animated each ship's company; and by six o'clock, having towed into a position within range of grape, we commenced the action, which lasted, without any intermission, till about half-past seven, when smoke was observed to issue from La Giraffe; soon after La Nourrice was in a blaze, and the merchantman was set on fire by the brands from La Nourrice: at this time the battery and tower were silenced, and in ten minutes the three ships were completely on fire. I lost no time in towing our ships out of harm's way, where we waited the explosions, which took place in succession. La Giraffe blew up about ten minutes before nine; soon after La Nourrice exploded, and some of her timbers falling on the tower, entirely demolished it, and the sparks set fire to the battery, which also blew up. The object of our attack being thus completely executed, I stood out to sea, to get clear of the wrecks, and to repair our damages.

"No language of mine can do justice to the gallantry of those I had the honour to command. I am particularly indebted to Captains Chamberlayne and Sharpe, for their spirited exertions and cordial co-operation throughout the whole of the affair. I am sensible my narrative is already too prolix, but I cannot conclude without assuring you, that the officers and crews of the ships behaved with the greatest courage and coolness. The Pomone, from being enabled to choose her station, was of course exposed to the brunt of the action, and has consequently suffered most; though, considering the enemy's fire and position, our ships have escaped much better than could have been expected. When all conspicuously distinguished themselves, it is impossible to select out individuals; but I should be most shamefully wanting in duty to my country, and to the merits of a most deserving set of officers, if I were to neglect acquainting you, that I received from them every assistance it was possible to expect. Lieutenant J. W. Gabriel, first of the Pomone, conducted himself with the same spirit and zeal which have uniformly distinguished his conduct.

"I inclose the report of the killed and wounded.

"It is but justice to declare, that the enemy kept up a very smart fire, and behaved with great bravery. I can form no opinion of their loss."

"P. S. From one of the crew belonging to La Nourrice, who was picked up by the Unité's boat, I am informed, that the ships were all deeply laden with ship-timber; and that having observed us the preceding day, every preparation was made to give us a warm reception; and that, in addition to the four-gun battery, La Nourrice had landed her quarter-deck guns. The regular troops posted on the heights were about 200, exclusive of the marines from the ships and the armed peasantry. La Nourrice he states to be about 1100 tons, La Giraffe 900 tons, the merchantman 500 tons: La Giraffe had about 140 men; La Nourrice 160 men."

KILLED *and* WOUNDED.

Pomone.—2 Men killed and 19 wounded.

Unité.—Mr. R. Goodridge and 2 men wounded.

Scout.—W. Neame, first lieutenant, and 2 men wounded.

Extract of a Letter from Captain BRISBANE, *dated Belle Poule, May 6.*

"SIR,——On the 4th May, being off the coast of Istria, in company with the Alceste, at ten a.m. we discovered and chased a large French brig of war of 18 guns, which shortly afterwards hauled into the small harbour of Parenza. Having received intelligence that such a vessel might be expected convoying supplies of all descriptions for the French frigates at Ragusa, which had escaped from the recent gallant action off Lissa, I felt that no means should be left untried to capture or destroy her. After reconnoitring her position, and consulting the pilots, and a most intelligent officer I had on board, Mr. T. Boardman, acting-lieutenant of the Acorn, who, from his general local knowledge of the Adriatic, had handsomely volunteered his services for the cruise, I found it was impracticable for the frigates to enter the harbour, there being only thirteen feet of water in it; but that the brig might, nevertheless, be cannonaded with effect where she was then lying: accordingly, at three p.m. both ships stood in within a cable's length of the rocks at the entrance of the harbour, and opened an animated fire on her, and a battery under which she lay, and in an hour obliged her to haul ashore under the town, out of reach of our shot. The ships were frequently hulled by the battery, but sustained no other injury but what could be immediately repaired.

"All further efforts from the frigates being perfectly useless, I determined on taking possession of an island in the mouth of the harbour, and within musket-shot of the town. The ships were anchored after the close of day about four miles from the shore, and about eleven o'clock the same night, 200 seamen, and all the marines, went under the orders of Mr. J. M'Curdy, senior lieutenant of the Belle Poule, accompanied by Lieutenants R. Boardman, E. A. Chartres, and A. Morrison of the Belle Poule, and Lieutenants Hickman and Lloyd, and Mr. Moore, master, of the Alceste, and took possession of the island without opposition. With incessant labour and the most extraordinary exertions, a defence was thrown up, and a battery of four guns (two howitzers and two 9-pounders) mounted on a commanding position by five o'clock. A field-piece was also placed at some distance to the left, to divide the attention of the enemy, who, aware of the operations, had been busily employed during the night in planting guns in various parts of the harbour. Soon after five o'clock a.m. the French opened a cross fire from four different positions, which was immediately returned, and kept up on both sides with great vigour for five hours, when the brig being cut to pieces and sunk, and of course the object of our landing accomplished, the guns, ammunition, &c. were all re-embarked, with the most perfect order and regularity.

I have only to lament, that this service, considering the determined resistance that was made, has not been performed without some loss; but, notwithstanding the peculiar situation of the place, it is less than might have been expected: we have had four killed, and as many wounded, belonging to the two ships."

On the 26th May, whilst cruising off Sibiona, Captain G. Price, commander of the Sabine, having deemed it practicable to cut out five French privateers lying in that roadstead, which had daringly annoyed the English commerce on that coast, anchored the Sabine as close as possible, and despatched the boats, under the command of Lieutenant Usherwood, assisted by Lieutenant Finnucane, Mr. Settle the master, with volunteers from the brig, who fully succeeded in their object, each boat taking a privateer, though moored under the batteries, and protected by their crews, 125 in number, assisted by a strong guard of soldiers. In this gallant affair the boats had only two men wounded.

On the 16th June, the Hon. Captain Waldegrave, commander of the Thames, and Captain Clifford of the Cephalus, having observed ten large armed feluccas in the gulf of Policastro, concerted measures for their capture or destruction. Meanwhile the enemy hauled their vessels up on the beach under Cetraro, where they were taken possession of by a detachment from each ship, under the command of Lieutenant Whiteway of the Thames, set fire to and burnt, being found too large and heavily laden to allow of their being launched and brought away. In the performance of this service, one midshipman (Mr. Cornwall) and two men only were wounded.

Captain Chamberlayne of the Unité, being off the Roman coast, discovered a brig at anchor in Port Hercole, on the 2d July; and on the following morning, a part of the boats, under the command of Lieutenant Crabb, accompanied by Lieutenant Victor of the royal marines, Mr. H. Collins, master's mate, and Mr. Hutchinson, midshipman, were despatched to bring her out. On approaching the coast, they were vigorously attacked by the brig, carrying four 6-pounders, four 3-pounders, and a number of small arms, protected by a battery of two 9-pounders on the beach. Light and variable winds preventing the ships closing, the launch was detached, under the command of Lieutenant M'Dougal, to support the other boats; but before she could reach them, the crew had been beaten out of the brig, her guns dismounted, and the boats were bringing her out in a very handsome manner, under showers of grape from the battery: at seven she joined the Unité, without loss to the captors.

During this affair a sloop of war was observed to leeward, and at nine the Cephalus brig, Captain Clifford, joined; they then proceeded along the coast, and at five p. m. several vessels were discovered at anchor between Civita Vecchia and the mouth of the Tiber. Captain Clifford instantly offered to lead in to the anchorage, and to head the boats in performing any service which might appear

practicable: Captain Chamberlayne therefore directed him to anchor the Cephalus as near the battery and vessels as possible, and to point out the soundings by signal; a service he performed in a very masterly style, bringing his sloop up within the range of grape, under a fire from four 9 and 6-pounders. The Unité being anchored shortly after in four fathoms' water, the enemy were quickly driven from their guns, and the boats sent to Captain Clifford under those officers who had distinguished themselves in the morning, and three vessels (the others proving fishing-boats) were brought out under a smart fire of musketry from their crews, and the soldiers collected on a height above them, with the same great good fortune which had attended the first enterprise; the only person hurt in either ship being Mr. Simon, master of the Cephalus, who was slightly wounded in the face by a grape-shot while bringing the sloop to an anchor.

Captain Clifford having proceeded to look out off Palinuro, discovered an enemy's convoy of twenty-six sail attempting to gain that port, which he, with his usual activity, prevented, and compelled them to take shelter in Porto del Infreschi, and sent a Sicilian privateer to Captain Napier of the Thames, to inform him of the circumstance, who joined the Cephalus the following day, when he immediately requested Captain Clifford to lead in and anchor, which service was performed in the handsomest style; and was followed closely by the Thames, which silenced eleven gun-boats, and an armed felucca carrying six 18-pounders, two 12-pounder carronades, three brass and two iron 6-pounders, and 280 men, moored across for the protection of fifteen merchant-vessels, and thirty-six spars for the line-of-battle ship and frigate at Naples, under cover of a round tower, and the adjacent hills lined with musketeers from the merchantmen, and peasantry. The marines were then landed under their lieutenant, M'Adam, and got possession of the tower, took an officer and 80 men prisoners, and drove the rest before them. The boats, at the same time, under Captain Clifford, took possession of the convoy, consisting of six gun-boats, carrying one long 18-pounder and 30 men each, two of one 12-pounder and 25 men each, three of one 6-pounder and 18 men each, and fifteen merchant-vessels, laden with oil, &c. together with all the spars, except two, which could not be got off; all of which were along side, and the ships under weigh, in less than two hours, without the loss of one man, and only five wounded.

On the 27th of July, the boats of the Active, Captain J. A. Gordon, were detached with the small-armed men and royal marines, the whole under the command of Lieutenant Henderson (first lieutenant), in order to attack a convoy which had run above the island that the town of Ragosniza stands upon, and had taken shelter in a creek on the main. From the narrowness of the entrance, and three gun-boats protecting it, with a number of armed men on each point, Lieutenant Henderson was induced to land with the small-armed men and marines on the right, in order to take possession of a hill which appeared to command the creek;

leaving the boats under the command of Lieutenant Gibson, to push for the gun-boats the moment a concerted signal was made from the top of the hill. On Lieutenant Henderson and his party gaining the top of the hill (after dislodging several soldiers who fired upon them during their ascent), he found himself immediately above the gun-boats and a convoy of twenty-eight sail: he then made the signal for the boats to advance, at the same time descended the hill, exposed to the fire of one of the gun-boats and several soldiers; but the plan was so well laid, and so nobly executed, that the boats boarded the gun-boats, after the party which landed had only fired two vollies into them. The enemy finding themselves attacked so warmly, fled in all directions, leaving behind them a number of killed and wounded. The crews of the gun-boats (all but three) jumped overboard, and got on shore as the boats advanced. The guns were immediately turned on the flying enemy, and the boats took possession of the whole convoy, eighteen of which were brought out with the gun-boats, and ten more were burnt, without any other injury than four men being wounded in the boats. Lieutenant Henderson, whose gallant conduct was very conspicuous on this and several other occasions, was accompanied by Lieutenants Gibson and Haye (the latter, though an invalid, handsomely volunteered), Lieutenant Mears of the royal marines, Mr. C. Friend, master's mate, and Messrs. H. Lew, R. Moriarty, N. Duff, W. Simpkins, J. Cammellière, N. Barwell, C. Bentham, G. Moore, W. Wood, and W. Todd Robinson, midshipmen, the whole of whom, with every man employed, did their duty like British seamen.

Early on the morning of the 6th September, Captain Nicholas, of the Pilot sloop, observed an armed ketch secured to the walls of the castle of Castellar; and in order to bring her out or destroy her, the Pilot was anchored close before the town, so as to drive the troops, that were collected for her protection, from their different positions; which being hastily accomplished, Lieutenant A. Campbell pushed off with the boats, and with great gallantry effected a landing under the ruins of the castle; and then, with some opposition, advanced to the town, from whence the few troops that remained there precipitately fled. Finding the ketch was bulged, he hove her guns overboard, and set her on fire. Having now full possession of Castellar, the marines were stationed in the castle, and about 15 tons of corn and a quantity of flax were shipped off before four o'clock, when a reinforcement of 100 regular troops, 25 of whom were cavalry, being perceived from the mast-head, the party embarked by signal, just as the enemy entered the town, without sustaining the smallest loss.

Copy of a Letter from Captain H. DUNCAN *to Sir* E. PELLEW, *dated Imperieuse, Oct.* 11.

"SIR,——I have the honour to inform you, that H. M. S. under my command this morning attacked three of the enemy's gun-vessels, each carrying an 18

pounder and 30 men, moored under the walls of a strong fort near the town of Possitano, in the gulf of Salerno. The Imperieuse was anchored, about eleven o'clock, within range of grape, and in a few minutes the enemy was driven from his guns, and one of the gun-boats sunk. It, however, became absolutely necessary to get possession of the fort, the fire of which, though silenced, yet (from its being regularly walled all round) the ship could not dislodge the soldiers, and crews of the vessels who had made their escape and taken shelter in it: the marines and a party of the seamen were therefore landed, and led on by the first lieutenant, E. Travers, and Lieutenant Pipon, of the marines, who forced their way into the battery in the most gallant style, under a heavy fire of musketry, obliging more than treble their numbers to fly in all directions, leaving behind about thirty men and fifty stand of arms. The guns, which were 24-pounders, were then thrown over the cliff, the magazines, &c. destroyed, and the two remaining gun-vessels brought off, with the loss of one marine killed and two wounded.

"The zeal and gallantry displayed by all the officers and crew in this affair could not have been exceeded; but I cannot find words to express my admiration at the manner in which Lieutenant Travers commanded and headed the boats' crews and landing party, setting the most noble example of courage and intrepidity to the officers and men under him."

On the 27th November, at nine a. m. Captain C. Rowley, of the Eagle, made sail towards three vessels in the north-west quarter, Fano bearing S. E. distant four leagues, and after a chase of ten hours and a half, captured La Corceyre French frigate, commanded by M. Longlade, lieutenant de vaisseau, pierced for 40 guns, but mounted only 26 eighteens on the main-deck, and two 6-pounders on the quarter-deck, with a complement of 170 seamen and 130 soldiers, laden with 300 tons of wheat, and a quantity of military and other stores, bound to Corfu from Trieste, which port she left on the 13th November, in company with La Uranie of 40 guns, and Scemplone brig of 14, both likewise laden with wheat and stores. The Scemplone separated early in the chase; La Uranie escaped by the superiority of her sailing, joined to the darkness of the night and the badness of the weather; and La Corceyre having carried away her fore-top-mast in carrying a press of sail, and not surrendering till her fore-top-yard was shot away, and otherwise much damaged, obliged Captain Rowley to stay by her, to prevent her going ashore. The enemy had 3 men killed and 7 wounded. The Eagle had none killed or wounded.

Copy of a Letter from Captain M. Maxwell *to Captain* C. Rowley, *dated Dec.* 1.

"Sir,——His Majesty's ships under my orders having been driven from their anchorage before Lugina by strong gales, had taken shelter in Lissa; when the

telegraph on Whitby Hill signalized 'three suspicious sails south.' The Alceste, Active, and Unité were warped out of Port St. George the moment a strong E. N. E. wind would permit; and on the evening of the 28th ultimo, off the south end of Lissa, I met with Lieutenant M'Dougall, of H. M. S. Unité, who, with a judgment and zeal which do him infinite credit, had put back, when on his voyage to Malta, in a neutral, to acquaint me that he had seen three French frigates, forty miles to the southward. Every sail was carried in chase, and at nine in the morning of the 29th, the enemy were seen off the Island of Augusta: he formed in a line upon the larboard tack, and stood towards us for a short time; but finding his Majesty's ships bearing upon him under all sail in close line abreast, he bore up to the N. W. and set steering-sails. At eleven the rear ship separated, and stood to the N. E.; I immediately detached the Unité after her, and Captain Chamberlayne's report to me of the result, I have the honour to inclose. At twenty minutes after one p. m. the Alceste commenced action with the other two, by engaging the rear in passing to the commodore; but an unlucky shot soon afterwards bringing down our main-top-mast, we unavoidably dropped a little astern. Cheers of "Vive l'empereur!" resounded from both ships; they thought the day their own, not aware of what a second I had in my gallant friend Captain Gordon, who pushed the Active up under every sail, and brought the sternmost to action, within pistol-shot: the headmost then shortened sail, tacked, and stood for the Alceste (which though disabled in her masts, I trust he experienced was by no means so at her guns), and after a warm conflict of two hours and twenty minutes, it ended by the French commodore making sail to the westward (which, from my crippled state, I was unable to prevent), and the other surrendering, after being totally dismasted, and five feet water in her hold: she proved to be the Pomone of 44 guns and 322 men, commanded by Captain Rosamel, who fought his ship with a skill and bravery that have obtained for him the respect and esteem of his opponents; the other was La Pauline, of similar force, commanded by M. Montford, capitaine de vaisseau, with a broad pendant: they were from Corfu, going to join the squadron at Trieste.

"The Alceste had 20 men killed and wounded, Active 32, Pomone 50; and it is with poignant regret I inform you, that Captain Gordon has lost a leg, but, thank God, he is doing well: his merits as an officer I need not dwell upon; they are known to his country, and he lives in the hearts of all those who have the happiness to know him. His first lieutenant, Dashwood, lost his arm soon after he was wounded, and the ship was fought by Lieutenant Haye, in a manner that reflects the highest honour upon him: his services before had frequently merited and obtained the highest approbation and strong recommendation of his captain; who also speaks in the warmest praise of Acting-Lieutenant Moriarty, Mr. Lothian, master, Lieutenant Mears, royal marines, and every officer, seaman, and marine under his command.

"Though our success was not so complete as I trust it would have been could the Alceste have taken up her intended position along side the Pauline, instead of that ship, from the fall of our top-mast, being enabled to manœuvre and choose her distance, I feel it my duty to state, that every officer and man here behaved most gallantly. I was most ably assisted on the quarter-deck by my first lieutenant, A. Wilson, and Mr. H. Moore, master; and the main-deck guns were admirably directed by Lieutenant J. Montague, and Mr. J. Adair, acting in the place of Lieutenant Hickman, at Lissa with the gun-boats. In justice to two very deserving officers (Lieutenant Miller, royal marines, Active, and Lieutenant Lloyd, royal marines, Alceste), it is necessary to mention, that they were ashore, with most of their respective parties, at Camesa castle and Hoste's Islands, for the defence of Lissa, hourly threatened with an attack from the enemy, assembled in great force at Scisina.

"The Kingfisher hove in sight and joined soon after the action, and Captain Tritton rendered essential service by taking the prize in tow.

"Captain Bligh of the Acorn, to whom I have intrusted the defence of Lissa in our absence, has had an arduous duty to perform; but no difficulties arise when all are actuated by zeal for his Majesty's service, and the little squadron you have done me the honour to intrust me with, possesses it in an eminent degree.

"The Unité has just joined, after seeing the Persanne into Lissa, and Captain Chamberlayne, with his usual alacrity, has repaired his damages, and made the signal of 'being fit for service;' and I am happy to say, this ship will in a few hours more be perfectly so also.

"I intend sending the Active with prizes and prisoners to Malta as soon as possible, which, from the state of her wounded officers and men, I am sure will meet your approbation."

Copy of a Letter from Captain E. H. Chamberlayne *to Captain* M. Maxwell, *dated Unité, Nov.* 29.

"Sir,——I am to acquaint you, that, in obedience to your signal to chase this morning, I was enabled, by the superior sailing of H. M. S. under my command, to so far close immediately in the wake of the enemy's frigate at noon, as to exchange bow and stern chasers; but the very variable state of the weather from that time, the wind veering from the south to the east, and our opponent keeping us directly astern, prevented my getting closer until near four o'clock, when part of our broadside being fired at him, he returned his, and struck his colours. You will judge my astonishment at her proving to be La Persanne, of 860 tons, 29 9-pounders, and a complement of 125 men and 65 troops, having on board 120 iron and a few brass ordnance: she was commanded by Mons. Josepo Endie Satie, capitaine de frégate, whose masterly manœuvres and persevering resistance for nearly four hours reflect great credit on him. Our masts, yards, sails, and

rigging bear ample testimony to his galling fire. We have only one man wounded: the enemy two killed and four wounded. The coolness and steady attention to my orders on the part of my first lieutenant, Mr. J. W. Crabb, Lieutenants M'Dougall, W. Hotham, Mr. Gibson (lately promoted for his gallantry on board the Active), and the whole of the other officers and ship's company, could only be equalled by their extreme disappointment at discovering the enemy's surrender, and that we had been opposed to a vessel of inferior force."

RETURN *of* KILLED *and* WOUNDED.

Alceste.—Killed, C. Nourse, midshipman, and six men: wounded, Andrew Wilson, lieutenant, and 12 men.

Active.—Killed, G. Osborne, midshipman, and seven men: wounded, J. A. Gordon, Esq. captain; W. B. Dashwood, lieutenant, badly; G. Haye, lieutenant, slightly; and 24 men.

LIST *of the* ENEMY'S SQUADRON.

La Pauline, M. Montford, captain, of 44 guns, 332 men, and 1100 tons; escaped.

La Pomone, C. Rosamel, captain, of 44 guns, 332 men, and 1100 tons; taken: has in her hold 42 iron and 9 brass guns, and 220 wheels for gun-carriages.

La Persanne, M. Satie, of 26 guns, 190 men, and 860 tons; taken: is a store-ship, of 26 9-pounder guns (new); has about 130 iron and some brass guns in her hold.

NORTH AMERICA.

Copy of a Letter from Rear-Admiral SAWYER *to* J. W. CROKER, *Esq. dated June* 11.

"SIR,——Inclosed I transmit to you, for the information of the Lords Commissioners of the Admiralty, a copy of a letter from Captain A. B. Bingham, commander of his Majesty's sloop Little Belt, received this day from Lord James Townshend, Captain of H. M. S. Æolus, and senior officer at Halifax; by which their lordships will perceive, he was attacked on the evening of the 16th of May last, when cruising between Cape Henry and Cape Hatteras, by the United States frigate the President of 44 guns, commanded by Commodore Rogers; and that after a close action of three quarters of an hour, the American ship made sail from him.

"Captain Bingham's modest, but full and clear statement renders any comment from me unnecessary; and I have only to admire the extraordinary bravery and firmness with which himself, his officers, and ship's company supported the honour of the British flag when opposed to such an immense superiority of force. I have, however, deeply to lament the number of valuable British seamen and royal marines who have been either killed or wounded on this unexpected occasion, a list of whom is inclosed, together with a copy of my orders, under which Captain Bingham was cruising."

Copy of a Letter from Captain A. B. Bingham *to Admiral* H. Sawyer, *dated Little Belt, May* 21.

"Sir,——I beg leave to acquaint you, that in pursuance of your orders to join his Majesty's ship Guerriere, and being on my return from the northward, not having fallen in with her, at about eleven a. m. May 16, I saw a strange sail, to which I immediately gave chase. At one p. m. I discovered her to be a man of war, apparently a frigate, standing to the eastward, who, when he made us out, edged away from us, and set his royals: made the signal 275, and finding it not answered, I concluded she was an American frigate, as she had a commodore's blue pendant flying at the main: hoisted the colours, and made all sail south, the course I intended, steering round Cape Hatteras, the stranger edging away, but not making any more sail. At half-past three he made sail in chase, when I made the private signal, which was not answered. At half-past six, finding that he gained so considerably on us as not to be able to elude him during the night, being within gun-shot, and clearly discovering the stars in his broad pendant, I imagined the more prudent method was to bring-to and hoist the colours, that no mistake might arise, and that he might see what we were: the ship was therefore brought-to, colours hoisted, guns double-shotted, and every preparation made in case of a surprise. By his manner of steering down, he evidently wished to lay his ship in a position for raking, which I frustrated by wearing three times. About a quarter-past eight he came within hail: I hailed, and asked, 'What ship it was?' He repeated my question. I again hailed, and asked, 'What ship it was?' He again repeated my words, and fired a broadside, which I immediately returned. The action then became general, and continued so for three quarters of an hour, when he ceased firing, and appeared to be on fire about the main-hatchway. He then filled. I was obliged to desist from firing, as the ship falling off, no gun could bear, and I had no after-sail to keep her to; all the rigging and sails were cut to pieces, not a brace or bow-line left. He hailed, and asked, 'What ship this was?' I told him. He then asked me, 'If I had struck my colours?' My answer was, 'No;' and asked, 'What ship it was?' As plainly as I could understand (he having shot some distance at this time), he answered, 'The United States' frigate President.' He fired no more guns, but stood from us, giving no reason for his extraordinary conduct. At daylight in the morning I saw a ship to windward, which, having made out what we were, passed within hail, fully prepared for action. About eight o'clock he hailed, and said, 'If I pleased, he would send a boat on board.' I replied in the affirmative; and a boat accordingly came, with an officer, and a message from Commodore Rogers of the President, United States' frigate, to say, that he lamented much the unfortunate affair (as he termed it) that had happened, and that had he known our force was so inferior, he should not have fired at me. I asked his motive for having fired at all: his reply was, that we fired the first gun at him; which was positively not the case. I cautioned

both the officers and men to be particularly careful, and not suffer any more than one man to be at the gun. Nor is it probable, that a sloop of war, within pistol-shot of a large 44-gun frigate, should commence hostilities. He offered me every assistance I stood in need of, and submitted to me, that I had better put into one of the ports of the United States; which I immediately declined. By the manner in which he apologized, it appeared to me evident, that had he fallen in with a British frigate, he would certainly have brought her to action; and what further confirms me in that opinion is, that his guns were not only loaded with round and grape-shot, but with every scrap of iron that could possibly be collected.

"I have to lament the loss of 32 men killed and wounded, among whom is the master. His Majesty's sloop is much damaged in her masts, sails, rigging, and hull; and as there are many shot through between wind and water, and many shots still remaining in her side, and upper works all shot away, starboard pump also, I have judged it proper to proceed to Halifax, which will, I hope, meet with your approbation.

"I cannot speak in too high terms of the officers and men I have the honour to command, for their steady and active conduct throughout the whole of this business, who had much to do, as a gale of wind came on the second day after the action. My first lieutenant, Mr. J. Moberly, who is in every respect a most excellent officer, afforded me very great assistance in stopping the leaks himself in the gale, securing the masts, and doing every thing in his power. It would be the greatest injustice were I not also to speak most highly of Mr. Lovell, second lieutenant, of Mr. M'Queen, master (who, as I have before stated, was wounded in the right arm in nearly the middle of the action), and Mr. Wilson, master's mate: indeed, the conduct of every officer and man was so good, that it is impossible for me to discriminate.

"I hope, sir, in this affair I shall appear to have done my duty, and conducted myself as I ought to have done against so superior a force, and that the honour of the British colours was well supported."

The following are the orders under which Captain Bingham sailed:

By Herbert Sawyer, Esq. Rear-Admiral of the Red, and commander in chief of his Majesty's ships and vessels employed, and to be employed, in the river St. Lawrence, along the coast of Nova Scotia, the Islands of Anticoste, Madelaine, and St. John, Cape Breton, the Bay of Fundy, and at or about the Islands of Bermuda or Somers Islands.

You are hereby required and directed to put to sea in his Majesty's sloop under your command, and proceed, without loss of time, off Charlestown, where you may expect to meet Captain Pechell, in the Guerriere, to whom you will deliver the packet you will herewith receive, and follow his orders for your further proceedings. Should you not meet the Guerriere off Charlestown, you will stand

to the northward, and use your utmost endeavours to join him off the Capes of Virginia, or off New-York; and in the event of your not meeting the Guerriere, you will cruise as long as your provisions and water will last, and then repair to Halifax for further orders. You are to pay due regard to protecting the trade of his Majesty's subjects, and the capture or destruction of the ship's of the enemy. You are to be particularly careful not to give any just cause of offence to the government of the United States of America, and to give very particular orders to this effect to the officers you may have occasion to send on board ships under the American flag. You are not to anchor in any of the American ports but in case of absolute necessity, and then to put to sea again as soon as possible.

Given under my hand at Bermuda, this 19th day of April, 1811,

(Signed,) HERBERT SAWYER.

To ARTHUR BATT BINGHAM, *Esq. Commander of his Majesty's sloop Little Belt.*

By command of the rear-admiral,

(Signed,) H. N. SOMERVILLE.

EAST INDIES.

Copies of two Letters from Captain SCHOMBERG, *addressed to Captain* BEAVER *of the Nisus, Senior Officer at the Isle of France, dated Astræa, off Foul Point, Madagascar, May* 21.

"SIR,——I had the honour of communicating to you, from off Round Island, my determination to quit that station, in order to follow the enemy's three frigates, with troops on board, which had appeared off the Mauritius on the 7th inst.; and also my reasons for supposing they would push for a near point, perhaps Tamatave.

"I have now the satisfaction to report to you, that the enemy were discovered on the morning of the 20th inst. far to windward, and well in with the land, near Foul Point, Madagascar. The signal to chase was promptly obeyed by his Majesty's ships Phœbe, Galatea, and Racehorse sloop. The weather was most vexatiously variable during the whole of the day, which, combined with the efforts of the enemy to keep to windward, rendered it impossible to close with them until nearly four o'clock, when, the Astræa being about a mile ahead, and to windward, they wore together, kept away, and evinced a disposition to bring us to action. The enemy then commenced firing; I regret to say, at a long range, which soon so effectually produced a calm to leeward, as to render our squadron unmanageable for three hours. No exertion was omitted to bring his Majesty's ships into close action during this very critical and trying period, but all was ineffectual. The enemy's rear frigate neared the Astræa a little, which laid on the water almost immoveable, only occasionally bringing guns to bear; while his van and centre ships, preserving a light air, succeeded in rounding the quarter of the Phœbe and Galatea, raking them, with considerable effect, for a long time.

Painted by T. Whitcombe

Engraved by I. Sutherland

Commencement of Capt.n Schomberg's Action off Madagascar, May 26.th 1811.

Painted by T.Whitcombe

From a drawing by M.T.Beechey.

Engraved by J.Bailey.

Painted by Whitcombe

Engraved by W. Bailey

"At this his favourite distance the enemy remained until nearly dark, when a light air enabled the Phœbe to close the near frigate, in a good position to bring her to a decisive action. In half an hour she was beaten. Her night signals drew the other two frigates to her assistance; the Phœbe was, in consequence, obliged to follow the Galatea, which ship brought up the breeze to me. At this time I was hailed by Captain Losack, who informed me, that the Galatea had suffered very considerably; and as she was passing under my lee, I had the mortification to see her mizen, and soon after her fore-top-masts fall. Having shot ahead, she made the night signal of distress; and being in want of immediate assistance, I closed to ascertain the cause, when I was again hailed by Captain Losack, and informed, that the Galatea was so totally disabled, as to prevent her head being put towards the enemy to renew the action, as I before had directed.

"My determination was immediately communicated to Captain Hillyar, to recommence action when the Phœbe was in a state to support me. She was promptly reported ready, although much disabled. The Astræa then wore, and led towards the enemy, followed by the Racehorse and Phœbe; the conduct of which ship, as a British man of war, did honour to all on board. The enemy was soon discovered a little ahead, and his leading ship, the commodore, was brought to close action by the Astræa. In twenty-five minutes she struck, and made the signal to that effect, having previously attempted to lay us athwart hawse, under a heavy fire of grape and musketry from all parts of the ship. Another frigate, on closing, struck, and made the signal also; but on a shot being fired at her from her late commodore, she was observed trying to escape. Chase was instantly given, and continued till two o'clock in the morning, with all sail both ships were enabled, from their disabled state, to carry; when I judged it advisable, as she gained on us, to wear, for the purpose of covering the captured ship, and forming a junction, if possible, with the Galatea. At this moment the Phœbe's fore-top-masts fell. Sight of the Galatea or captured ship was not regained until daylight, when, to the credit of Lieutenants Rogers (second of the Astræa) and Drury (R. M.), who, with five men, were all that could be put on board, the latter in a sinking boat, she was observed making an effort to join us, a perfect wreck.

"The captured frigates proved to be La Renommée, of the first class (as are the other two), of 44 guns and 470 men (200 of whom were picked troops), commanded by Capitaine de Vaisseau (with commodore's rank) Roquebert, an officer of the Legion of Honour, who fell when gallantly fighting his ship. The senior officer of the troops, Colonel Barrois, member of the Legion of Honour, is dangerously wounded. The ship that struck and escaped was La Clorinde; the one disabled by the Phœbe, La Nereide, having each 200 troops on board, besides their crews. This squadron escaped from Brest on the night of the 2d February, and was destined to reinforce the Mauritius, having arms and various other warlike stores on board.

"I beg to apologize for so lengthened a detail, but few actions have been fought under such a variety of peculiarly trying and vexatious difficulties. I am, however, called upon by my feelings, and a sense of my duty, to bear testimony to the meritorious conduct of the officers and ships' companies of his Majesty's ships Phœbe and Astræa. To the discipline of the former I attribute much; but as Captain Hillyar's merit as an officer is so generally, and by you so particularly, appreciated, it is needless for me to comment on it, further than to observe, that the separation of the Galatea was amply compensated by the exertion manifested in the conduct of the ship he had the honour to command. To the officers, seamen, and marines of the Astræa I am for ever indebted; their cool and steady conduct when in close action with the enemy, and on fire in several places from his wadding, merits my warmest approbation, particularly from their having been so recently formed. A difference in the personal exertion of each officer was not distinguishable, but I cannot allow the efforts and judgment of Lieutenant John Baldwin, first of this ship, to pass without particular encomium; I received the greatest assistance from him, and also from Mr. Nellson, the master.

"The moment the Phœbe and Astræa are in a state to get to windward, the prisoners exchanged, and La Renommée rendered sea-worthy, I shall proceed off Tamatave for further information, as I have reason to think it is in the possession of the enemy.

"I have the honour to transmit returns of the killed and wounded on board his Majesty's ships. The loss on board La Renommée is excessive, being 145 killed and wounded."

KILLED *and* WOUNDED.

Astræa.—2 Seamen killed; Lieutenant Baldwin, 11 seamen, 3 marines, and 1 boy wounded.

Phœbe.—7 Seamen killed; 1 midshipman, 21 seamen, and 2 marines wounded.

Galatea.—16 Killed; Lieutenant T. Bevis, and 45 seamen and marines wounded.

"SIR, "ASTRÆA, *May* 28.

"In my letter of the 20th inst. detailing the action between his Majesty's ships under my orders and those of the enemy, I had the honour to inform you, that it was my intention to reconnoitre this port, as I had received information that the enemy had landed and surprised the garrison on his first arrival on the coast. The state of his Majesty's ships Phœbe and Astræa did not admit of their beating up quickly against the currents and very variable winds: the Racehorse sloop was, therefore, despatched in advance, to summon the garrison of Tamatave to surrender immediately.

"On the evening of the 24th inst. Captain De Rippe rejoined me, reporting his having seen a large frigate anchored in that port. A strong gale prevented his Majesty's ships from getting in sight of her until the afternoon of the 25th

Painted by T. Whitcombe.

Engraved by T. Sutherland.

SURRENDER OF TAMATAVE.

inst. when every thing being ready to force the anchorage, I stood in, and observed an enemy's frigate, placed in a most judicious position within the reefs of the port, for the purpose of enfilading the narrow passage between them, supported by a strong fort in her van, within half musket-shot, full of troops: there were also new works in forwardness to flank the anchorage.

"Not having any body of local knowledge in either of his Majesty's ships, and it being almost impracticable to sound the passage between the reefs, which was intricate, and completely exposed to the whole concentrated fire of the enemy within grape distance, I judged it expedient, under existing circumstances (both ships being full of prisoners, and having a proportion of men absent in La Renommée, besides sick and wounded), to defer, until necessary, risking his Majesty's ships. I therefore summoned the garrison and frigate to surrender immediately; when, after the usual intercourse of flag of truce, I have the honour to inform you, that the fort of Tamatave, its dependencies, the frigate and vessels in the port, together with the late garrison (a detachment of the 22d regt.), were surrendered to, and taken possession of by, his Majesty's ships under my orders.

"I was induced to grant the inclosed terms, in order to prevent the destruction of the fort of Tamatave, the frigate, and vessels—a measure they intended to adopt.

"The enemy's frigate proves to be La Nereide (one of the finest, only two years old), of 44 guns and 470 men (200 of whom are choice troops), commanded by Capitaine Le Maresquier, member of the Legion of Honour, who fell in the action of the 20th inst. in which she suffered very considerably, having had 130 men killed and wounded: she was engaged by the Phœbe. The crew of La Nereide, together with the French garrison of Tamatave, I intend sending to the Mauritius as soon as possible, fifty excepted, who are too severely wounded to survive removal.

"The whole detachment of his Majesty's 22d regt. (retaken) being ill of the endemic fever of this country, I mean to embark on board La Nereide, as soon as she is in a state to receive them; when, after having dismantled the fort, and embarked the guns, &c. I shall proceed with her, under convoy, to the Mauritius, in company with the Phœbe."

ARTICLES *of* CAPITULATION *entered into between* C. M. SCHOMBERG, *Esq. and Monsieur* PONEY, *Lieutenant de Vaisseau, at Tamatave, May* 26.

Article I. La Nereide frigate, together with all the vessels and property at Tamatave, the fort, &c. of the said place, shall be surrendered, without injury, to his Britannic Majesty's ships under my command.

II. The officers, crews, and troops, now actually at Tamatave, or on board La Nereide, shall be sent as soon as possible to the Mauritius, and from thence to be

conveyed to France, without being considered as prisoners of war: the officers and petty officers only shall keep their swords.

III. The wounded shall remain at Tamatave, under the care of a French surgeon, until they are recovered, when they shall be sent to France by the first opportunity.

(Signed,) C. M. SCHOMBERG.
PONEY.

Copy of a Letter from Captain G. HARRIS *to Commodore* W. R. BROUGHTON, *dated Sir Francis Drake, off Rembang, May* 23.

"SIR,——In latitude 6 deg. 35 min. south, and longitude 111 deg. 32 min. east, Rembang bearing S. W. thirteen miles, being on my passage to put in force your order of the 1st of April, and having been necessitated to anchor during the night of the 22d instant, from contrary winds, and a strong current setting from the eastward; I had the satisfaction, at daylight, to observe a flotilla of the enemy's gun-vessels, consisting of nine felucca-rigged and five prow-rigged, at anchor, close in shore, about three miles from the Drake. At dawn of day, they weighed and stood for Rembang, but were so closely chased, that, by seven o'clock, three or four well-directed broadsides brought five of the felucca vessels under our guns to an anchor, which were instantly taken possession of. The others, finding themselves cut off from their port, furled sails, and pulled up in the wind's eye of us, direct for the shore, out of reach of our guns. Shoaling our water considerably, made me despatch Lieutenants Bradley and Addis, and Roch of the royal marines, Messrs. Groves, Horton, and Phibbs, midshipmen, with Lieutenant Knowles, Mr. Gillman, and twelve privates of his Majesty's 14th regiment, in four six-oared cutters and a gig, to board them, the Drake keeping under weigh, working up to windward, ready to cover the boats.

"It is with peculiar pleasure I have to state, that the undaunted and gallant conduct of this small party of officers and men made prizes of all the rest by eight o'clock, without the loss of a man, notwithstanding a sharp fire of grape from several pieces of ordnance, with continual musketry, which commenced the moment the boats got within grape-shot distance, and did not discontinue until our seamen laid their oars in to board; when the crew of each vessel either jumped overboard, or went on shore in their boats.

"I am sorry to state, the loss of the enemy must have been great, as their boats being small, and overloaded with men, arms, and ammunition, many were capsized, and most of the men in them (as well as those that jumped overboard) drowned: the scene I understand was truly piteous, as the officers commanding the boats were prevented from affording that relief which humanity would have dictated, from having to launch two of the felucca vessels off the beach, in the face of a brisk fire of small arms from the men who had escaped and fled into the jungle.

"From the quarter-deck of the Sir Francis Drake, being an eyewitness of the conduct of this brave detachment, I beg leave to represent it in terms of the highest praise.

"I lament that the nature of my orders would not allow me to preserve the nine felucca-rigged vessels for the use of the expedition, being all new, only launched fifteen days, and, in my opinion, the best built gun-boats I ever saw: they are eighty feet long over all, seventeen broad, and pull sixty oars each, and are fitted to carry a 7-inch howitzer aft, and a 24-pound carronade forward; but only one was found with her guns on board, and as her sailing is but very little inferior to the Drake's, and causes little or no delay, I have kept her as a despatch-tender: whether the guns of the others were hove overboard, or whether they were going to be gunned, is a matter of doubt, as the enemy did all they could to burn, sink, and destroy, before they left them. They were from Rembang eight days, had been on a cruise to Joanna, but were then bound to Sourabaya, commanded by a Captain Orning, who either escaped on shore, or was drowned."

Copy of a Letter from Rear-Admiral R. Stopford *to* J. W. Croker, *Esq. dated Scipion, Batavia Roads, August* 28.

"Sir,——I shall confine myself, in this letter, to the relation of the circumstances attending the naval co-operation with the army in the attack upon the Island of Java; and I have to request you will acquaint my Lords Commissioners of the Admiralty, with the unconditional surrender of the capital city of Batavia, on the 8th instant, and the destruction or capture of the greatest part of the enemy's European troops, by a successful assault made upon a strongly entrenched and fortified work, called Muster Cornelis, on the morning of the 26th, by the troops under the command of Lieutenant-General Sir Samuel Auchmuty, who had also with him the royal marines of the squadron.

"Previous to this important and decisive advantange, the general had caused batteries to be erected, consisting of 20 18-pounders, which were entirely manned by 500 seamen from H. M. ships, under the direction of Captain Sayer of H. M. S. Leda, assisted by Captains Festing, acting-captain of the Illustrious, Maunsell of the Procris, Reynolds of the Hesper, and Captain Stopford, who volunteered his services from the Scipion, where he was waiting for his ship, the Otter.

"The enemy was enabled to bring 34 heavy guns, 18, 24, and 32-pounders, to bear upon our batteries; but from the superior and well-directed fire kept up by the British seamen, the enemy's guns were occasionally silenced, and on the evening of the 25th completely so; their front line of defence also appeared much damaged, and many of their guns were dismounted.

"So favourable an opportunity was, therefore, seized by the general, and the fortunate result of the assault, on the morning of the 26th, followed, as before mentioned.

" The fatigue of the seamen was great, and much increased by being exposed to the hot sun of this climate for three successive days, during which time the fire was kept up with little interruption; but it was borne with their characteristic fortitude, Captain Sayer, and the officers above-mentioned, setting them noble examples.

" I beg leave to acknowledge my thanks to Commodore Broughton, for his ready assistance, advice, and co-operation in all measures relating to the public service.

" The conduct of the royal marines in the various services in which they have been employed with the army, and at the assaults of the place, was so meritorious as to procure them the public thanks of the commander in chief of the forces.

" I herewith inclose a list of the killed and wounded; and it is with much regret I add the name of Captain Stopford, who had his right arm carried off by a cannon-shot whilst actively employed in the batteries: he is, however, doing well, and I hope soon to get him removed to a better climate.

" Lieutenant-General Sir Samuel Auchmuty being desirous of transmitting an account of his success to England, I send this despatch by the Caroline, which ship was previously under orders to go home; and I am happy to avail myself of so good an opportunity as is offered by Captain Cole, who has had a large share in every thing relating to this expedition, and from his knowledge of all the parts of the operations, can communicate to their lordships the fullest account of them."

RETURN *of* OFFICERS, SEAMEN, *and* MARINES *killed, wounded, and missing, between the 4th and 28th of August, on shore on the Island of Java.*

Otter (waiting to join).—1 Officer wounded.

Scipion.—1 Seaman killed; 3 officers, 12 seamen, and 7 marines wounded.

Illustrious.—1 Seaman killed; 3 marines wounded; and 1 seaman missing.

Nisus.—1 Marine killed; 1 marine wounded.

Leda.—2 Seamen killed; 1 seaman and 1 marine wounded.

Caroline.—2 Seamen killed; 3 seamen wounded; and 1 seaman missing.

President.—3 Marines killed; 1 officer and 1 marine wounded.

Phœbe.—1 Officer and 5 marines wounded.

Cornelia.—1 Seaman killed; 3 seamen wounded.

Modeste.—2 Seamen killed; 2 seamen and 2 marines wounded.

Procris.—1 Seaman killed; 7 seamen wounded.

Hesper.—1 Seaman killed; 1 seaman wounded; and 1 seaman missing.

Total—11 Seamen and 4 marines killed; 6 officers, 29 seamen, and 20 marines wounded; and 3 seamen missing.—Grand total, 73.

NAMES *of* OFFICERS *wounded.*

Otter (waiting to join).—Captain Edward Stopford, volunteer, borne on board the Scipion as supernumerary on promotion, severely.

Scipion.—Francis Noble, lieutenant, John D. Worthy, master's mate, and Robert G. Dunlop, master's mate, all slightly.

President.—Henry Elliot, lieutenant of marines, severely.

Phœbe.—John S. Haswell, lieutenant of marines, severely.

Copy of a Letter from Rear-Admiral R. Stopford *to* J. W. Croker, *Esq. dated Scipion, Batavia Roads, August* 30.

" Sir,——You will be pleased to acquaint my Lords Commissioners of the Admiralty, that I joined the armament under the command of Commodore Broughton on the 9th instant, off a village called Chillingching, about ten miles to the eastward of Batavia, at which place the troops, under the command of Lieutenant-General Sir Samuel Auchmuty, were landed on the 4th, under the direction of Captain Cole of H. M. S. Caroline, as stated in Commodore Broughton's letter to me of the 9th instant, herewith transmitted.

" The general having moved the army through Batavia towards the enemy's positions on the 10th, the ships of war and transports were moved on the same day to Batavia roads. The advanced guard of the army, on their march, had a very smart skirmish with the enemy, which ended in the flight of the latter, and enabled the general to occupy the important post of Weltevreeden, in which were found large supplies of military stores, and excellent cantonments for the troops.

" I, at the same time, detached four frigates to blockade the enemy's ships at Sourabaya, keeping two off that port, and two off Grissii. The other ships of war have been assisting in landing the guns, and other army stores, from the transports, under the direction of Captain Sayer of H. M. S. Leda.

" The particulars of the attack upon the enemy's positions are stated in my letter of the 28th instant.

" The Nisus, President, and Phœbe joined me, from the Isle of France, on the 20th instant. Their marines were immediately landed, and most thankfully received by the general, whose army was already much diminished by sickness, particularly among the native troops brought from India. I shall ever consider it as a most fortunate circumstance for the success of this expedition, that the Scipion and the three frigates arrived from the Isle of France, as they have very materially contributed to ease the press of duty so severely felt in this climate.

" Immediately after the conquest of fort Cornelis, a summons was sent to General Jansen, the governor of Java, to surrender the island: this being rejected, arrangements are making for sending a considerable body of troops to Sourabaya, which I shall place under the direction of Commodore Broughton; and as it is of great moment that another body of troops should be sent to Cheribon, to endeavour to cut off the retreat of the enemy from this part of the country to the eastward, I am happy in having the Nisus, President, and Phœbe to send upon

this service, and Captain Beaver is directed to join me at the Isle of France as soon as it is completed."

Copy of a Letter from Commodore W. R. Broughton *to Rear-Admiral* R. Stopford, *dated Illustrious, off Batavia, August* 9.

"Sir,——I have the honour to acknowledge the receipt of your orders and letter by H. M. S Leda, acquainting me with your arrival off Madura, for the purpose of co-operating in the expedition against Java, and requesting me to transmit to you such intelligence as may be necessary for your guidance to meet the force intended to act against the island.

"Captain Sayer informed me, that he had transmitted you on the 26th ultimo, by the Dasher, copies of my letters and orders; but I had it not in my power to give you timely notice of the intended point of attack, as it was not determined upon more than twenty-four hours before the landing took place.

"I have now to state my proceedings after joining the Leda with the expedition under my command. On the 3d instant, in the afternoon, we saw the coast about Murderer's Point, and on the following day, about three p. m. we anchored off the village of Chillingching, in five fathoms water, Edam Island bearing N. 40 deg. W. and Panjong Priock S. W. two miles off shore. The greater part of the army was landed before dark, without the smallest opposition, and in the course of the next day, every thing the army required was on shore.

"On the 6th, the Leda and the small cruisers proceeded off the entrance of the river Antziol, and we anchored off Panjong Priock, where the advance of the army took post in the course of the day.

"On the 7th, the advance in the night crossed the river Antziol, on a bridge of flat boats, prepared by the navy, under the direction of Captain Sayer of H. M. S. Leda, and the commanders Maunsell and Reynolds.

"In the morning of the 8th, a flag of truce was sent into Batavia, and a deputation came out from the city, requesting to surrender at discretion, and put themselves under our protection. The general and myself agreed to respect the private property of those inhabitants who remained in the city; and the advance, under the command of Colonel Gillespie, took immediate possession: the men of war and transports in consequence removed from their former anchorage towards Batavia.

"I beg to acquaint you, that Captains Sayer of H. M. S. Leda, Festing of the Illustrious, and Owen of the Barracouta, had the direction of disembarking the troops, and have since continued attached to the army. The disposition for landing in boats was under the direction of Captain Cole of the Caroline, assisted by the Hon. Captain Elliot of the Modeste, and Pelly of the Bucephalus. I have great pleasure in acknowledging the zeal and ability displayed by all the above-named officers in the execution of their orders, and that the most perfect harmony has subsisted between the army and navy on all occasions."

Copy of a Letter from Lieutenant E. Lyons *to Captain* E. W. Hoare, *dated Minden, Straits of Sunda, July* 31.

" Sir,——In obedience to your directions to state my reasons for attacking Fort Marrack, on Tuesday, the 30th instant, with two boats' crews of H. M. S. Minden, and to describe the mode of attack, I beg to state as follows:

" 1st. I was fully convinced the enemy had no intimation of the expedition being near Java.

" 2dly. I was well assured they did not expect them this monsoon: I therefore conceived that an attack on Marrack might draw their forces towards that quarter, and make a favourable diversion: for this reason, I determined to storm it on Monday night, at twelve o'clock, which I hope will meet your approbation. Having made every necessary arrangement during the day, I placed the boats at sunset behind a point which sheltered them from the view of the enemy's sentinels.

" At half-past twelve, the moon sinking in the horizon, we proceeded to the attack, and were challenged by the sentinels on opening the point: at this instant a volley of musketry from the enemy precluded all hope of surprising them; I therefore ran the boats aground, in a heavy surf, under the embrasures of the lower tier of guns, and placed the ladders on them, which were mounted with that bravery inherent in British seamen; whilst a few men, placed for the purpose, killed three of the enemy in the act of putting matches to their guns: a few minutes put us in possession of the lower battery, when I formed the men, and stormed the upper one. On reaching the summit of the hill, we perceived the garrison drawn up to receive us; they sustained our fire, but fled from the charge, on my calling to them, that we had 400 men, and would give no quarter. At one, the other battery and two gun-boats opened their fire on us, which we returned with a few guns; whilst the remainder of the men were employed in disabling the guns in our possession, and every other part of the battery which it was practicable to destroy, which we had completed by dawn of day, when I judged it prudent to embark. On reaching the boats, I had the mortification to find the launch bulged, and beat up so high with the surf, as to leave no prospect of getting her afloat; I therefore felt it a duty incumbent on me to embark all the men in the cutter. The sun was now rising, and I humbly flatter myself, the momentary gratification the enemy might have felt, by our leaving the launch, must have vanished, when they beheld a small boat bearing away their colours; a public and undeniable testimony of the few men that attacked them, who amounted to 35, including officers.

" Having detailed the particulars of this little enterprise, I beg to point out, in the strongest terms, the conspicuous gallantry of Mr. William Langton, midshipman, who received a slight wound from a bayonet; and Mr. Charles Henry Franks, midshipman, a young man of only fifteen years of age, who volunteered

to hoist the British flag; a service he performed most gallantly, under a heavy fire.

" I hope the above detail will be considered a sufficient panegyric on the bravery of the seamen employed; and I have the heartfelt satisfaction to add, that we had only four men slightly wounded. I imagine the loss of the enemy must have been severe, but only know of three killed.

" Marrack is situated on a promontory, mounting 54 guns, 18, 24, and 32-pounders, and garrisoned at that time by 180 soldiers and the crews of two gun-boats."

Copy of a Letter from Captain R. MAUNSELL *to Captain* G. SAYER, *dated H. M. Sloop Procris, off the Mouth of Indramay River, July* 31.

" SIR,——I have the honour to inform you, that, in obedience to your orders, I proceeded in-shore, and at daylight this morning discovered six gun-boats, with a convoy of 40 or 50 prows, close in with the mouth of Indramay river; upon which we immediately weighed, and ran into one quarter less three fathoms water, and were then scarcely within gun-shot of the gun-boats: finding our fire made very little impression on them, and conceiving the destruction of this force to be an object of considerable importance, I proceeded to the attack of them with the boats of his Majesty's sloop under my command, together with two flat boats, an officer and twenty men of his Majesty's 14th regiment, and an officer and the same number of men from his Majesty's 89th regiment, and succeeded in boarding and carrying five of them successively, under a heavy fire of grape and musketry, their crews jumping overboard, after having thrown their spears into the boats; the sixth blew up before we got along side of her. The whole of the convoy, on their first seeing us, hauled through the mud up the river, or they must also have fallen into our hands. The gun-boats carry each of them 1 brass 32-pound carronade forward, and 1 18-pounder aft, with (as appears by the papers found on board) upwards of 60 men each: they are excellent vessels, and, in my opinion, might be found of considerable service to the expedition.

" In performing this service, I am happy to observe, that our loss has been comparatively small, when it is considered that the boats, during the whole time of their advancing, were exposed, in the open day, to the fire of twelve guns of the caliber I have mentioned, and a constant fire of musketry (the gun-boat which blew up being of equal force with the rest).

" I cannot conclude without performing the pleasing duty of noticing the very steady and determined bravery of every officer and man employed on this service. From Mr. Majoribanks, my first lieutenant, I received that able support I had reason to expect from his general good conduct whilst under my command; and I cannot too strongly mark the high sense I entertain of the gallantry of Lieutenant H. J. Heyland, of his Majesty's 14th regiment, and Lieutenant Oliver

Brush, of his Majesty's 89th regiment; their keeping up a steady, well-directed fire of musketry from the men under their respective commands, must have proved considerably destructive to the enemy. I have also to express the satisfaction I felt in the steady behaviour of Messrs. George Cunningham, William Randall, and Charles Davies, master's mates, supernumeraries on board the ship, for a passage to join the commander in chief; and the other petty officers, non-commissioned officers, seamen, and soldiers: in short, the conduct of the whole was such as to make me feel confident, that had the force opposed been considerably greater, it would have met the same fate."

Copy of a Letter from Rear-Admiral R. STOPFORD *to* J. W. CROKER, *Esq. dated Scipion, off Sourabaya, September* 29.

" SIR,——In my letter to you from Batavia roads, under date of the 30th of August, I acquainted you, for the information of my Lords Commissioners of the Admiralty, that it was my intention to proceed in the Scipion to the Isle of France, in consequence of the principal part of the enemy's force having been captured or destroyed in the successful assault of their works by the British troops, on the 26th of that month.

" On communication of this my signal to his Excellency the Governor-General of India, who was residing at Batavia, and to Lieutenant-General Sir Samuel Auchmuty, the commander in chief of the forces, I was informed by these authorities, that the future resources of the enemy were yet unknown, and that they considered it requisite to use all means to bring the contest to as speedy a conclusion as possible, hoping that I would not diminish any part of the British force by my departure.

" Upon these suggestions I waved my first intention of quitting the station, and prepared for immediately proceeding to Sourabaya.

" In pursuance of my former arrangement, the Nisus, President, Phœbe, and Hesper (sloop), sailed on the 31st of August to Cheribon, for the purpose of intercepting the enemy's retreat from Meester Cornelius to the eastward. As no troops were ready for embarkation, I relied upon the marines of these ships (to which the party of H. M. S. Lion was added) for performing this service, and they fully answered my expectation. Captain Beaver, of H. M. S. Nisus, having summoned the place to surrender, took possession of it without opposition. Captain Warren, the bearer of the summons, having hoisted the British flag, received information that the commander in chief of the French troops (General Jamelle) had just arrived, and was changing horses to proceed to the eastward. Captain Warren, with his gig's crew, immediately made him his prisoner, and secured him; many other officers and privates were also made prisoners, as their lordships will observe by Captain Beaver's report to me of his proceedings, with Captain Hillyar's account of the surrender of Taggall, both forwarded by this opportunity.

The services performed by these ships were of the greatest importance to the ultimate result of the campaign.

"On the 4th September, I detached Commodore Broughton in the Illustrious, with the Minden, Lion, and Leda, to rendezvous off the entrance of Gressie: on board these ships were embarked the 14th and part of the 78th regiments of foot, with field-pieces. The Modeste sailed on the 5th with Lieutenant-General Sir Samuel Auchmuty; and I sailed in the Scipion on the 6th, having on board two companies of artillery and four field-pieces. The transports, with the remainder of the troops, were directed to sail as soon as they were ready.

"On the 8th September, I received a despatch from Sir Samuel Auchmuty, acquainting me that he had received information of General Jansens' intention of assembling his forces and making a stand at Samarang, and requesting I would proceed there, and collect as many troops as possible. Measures for this purpose were accordingly taken. On the 9th, I anchored off Samarang; and on the 10th was joined by Commodore Broughton with the ships under his orders, and some few transports. On the same day, the general, in conjunction with me, sent a summons to General Jansens, which was rejected. On that night, I directed the armed boats of the squadron to take or destroy several of the enemy's gun-boats lying in-shore, with French colours: this service was completely executed under the direction of Captain Maunsell, acting-captain of the Illustrious.

"The general being in possession of a plan of the town of Samarang, which marked it as strongly fortified, and being unacquainted with the number of the enemy's troops, did not think it advisable to land the nine hundred troops which were collected, but waited for reinforcements from Batavia: nothing was therefore attempted until the 12th, when, having learned that the enemy had quitted the town of Samarang, and retired into the interior, a party of troops was landed and took possession of the town without opposition. On the 13th, the whole of the troops were landed, which now amounted to 1500 men, preparatory to an attack upon the enemy's position, on an eminence about seven miles from Samarang, where some guns were placed, and a work hastily thrown up.

"Concluding that the final retreat of the enemy would be towards Sourabaya, I represented to the general the necessity of being beforehand with the enemy, and immediately occupying that post: I accordingly sailed for this purpose on the 15th, with the Scipion, Lion, Nisus, President, Phœbe, and Harpy (the four last having joined me on the 14th). I intended to collect on my passage such transports, with troops, as had proceeded under the original intention of going to Sourabaya, and had not received the counter order to go to Samarang.

"On the 17th, I anchored with the squadron off the town of Ledayo, on the Java shore, leading to Gressie, and was joined by three transports, having 200 effective Sepoys and 50 European cavalry; to these were added the marines of the squadron, making a force of nearly 450 men.

" On the 18th, Captain Harris, of H. M. S. Sir Francis Drake, came on board the Scipion from the Island of Madura. For the previous proceedings of this meritorious officer, whom I had detached from Batavia on the 12th of August, to take possession of the French fortress at Samanap, in which he was eminently successful, and for the subsequent master stroke of policy in drawing the Sultan of Madura from the French alliance, and attaching him to the British interests, I beg leave to refer their lordships to my letter, containing Captain Harris's report of his proceedings, and the able and spirited assistance he received from Captain Pellew of H. M. S. Phaeton.

" As there was no field-officer of the army with me, I directed Captain Harris to take command of the troops which were landed on the 19th, and to march to Gressie. On the 20th, the place was in our possession, some parties of the enemy with guns having been put to flight.

" On the approach of the troops to Sourabaya on the 22d, articles of capitulation were agreed upon between Captain Harris and the commandant (a colonel in the French service), for the surrender of the place. When these terms were on the point of being signed, intelligence was received of the capitulation for the surrender of Java and its dependencies having been concluded on the 18th: Sourabaya was therefore taken possession of, and fell under the general terms of the capitulation.

" The general's letter having nearly at the same time reached me, I sent an officer to take possession of Fort Ludowick, a place of great strength towards the sea, and completely defending the northern entrance towards Gressie. The fort was in excellent order, containing 98 pieces of heavy cannon, chiefly brass. I had, however, previously marked out the ground for erecting a mortar-battery upon the Island of Menare, from which it might have been effectually bombarded."

Extract of a Letter from Captain P. BEAVER *to Rear-Admiral* R. STOPFORD, *dated Nisus, Cheribon Roads, Sept.* 7.

" SIR,——I have the satisfaction to inform you, that a party, detached from the seamen and marines, which I had placed at the disposal of Colonel Wood, arrived last night, with nine waggons laden with money (silver and copper), and 30 prisoners, from the Bongas, a place half way between this and Carang-Sambang, which they left in the morning at six o'clock, when our men were about to advance to that place; and this morning the brigade-major is returned with the account, that all the stores at Carang-Sambang, to a great amount, are given up to us, and what troops there are there made prisoners of war: thus every object for which the seamen and marines were advanced into the country, has been happily attained, and no one left in arms against us for a space of 35 miles."

Copy of a Letter from Captain P. BEAVER *to Rear-Admiral* R. STOPFORD, *dated Nisus, off Gabbang, Sept.* 11.

" SIR,——I have the honour to inform you, that the last party of marines returned from Carang-Sambang late last night, and were embarked on board the Nisus at one this morning. I have thus re-embarked every seaman and marine of the 239 whom I landed on the 4th instant; after having made about 700 prisoners, including 1 general, 2 lieutenant-colonels, 1 major, 11 captains, 42 lieutenants, and about 180 non-commissioned officers and privates, Europeans (the rest being Creoles and Malays), without having had a single man either killed or wounded; and, I am happy to say, with very few sick indeed, and those chiefly from great fatigue, whom, I trust, a few days' rest will restore to their wonted vigour: and although it has not been our good fortune to have had it in our power to do any thing brilliant, yet I hope, that having been able to secure so great a proportion of the enemy's officers and European troops, may contribute, in some degree, to the speedy reduction of this important colony.

" Captain Welchman, of the royal marines, commanded the detachment that advanced to Carang-Sambang; and I take this opportunity of acknowledging his services on the occasion, as well as those of Lieutenant Curzon, of the navy, who commanded the seamen.

" At four, I weighed with the Phœbe and Wyndham transports, for Taggall; and at daylight was joined by the Harpy, which I took under my orders."

Copy of a Letter from Captain J. HILLYAR *to Rear-Admiral* R. STOPFORD, *dated Phœbe, Taggall Roads, Sept.* 12.

" SIR,——Pursuant to orders from Captain Beaver of H. M. S. Nisus, I this morning, on arriving off Taggall, sent a summons to the officer commanding the fort, a copy of which I inclose, with the reply. On receiving the answer, I landed, accompanied by Major Davies, with 30 Sepoys, and the marines and boats' crews of this ship.

" We took possession of the fort without opposition; and a detachment was immediately sent off to secure the government stores, about five miles distance.

" They were found capacious, and well filled with coffee, rice, and pepper."

Copy of a Letter from Captain G. HARRIS *to Rear-Admiral* R. STOPFORD, *dated Fort of Samanap, Sept.* 1.

" SIR,——On the night of the 29th of August, the boats of H. M. S. Sir Francis Drake and Phaeton left the anchorage under the Isle of Pondock, in two divisions, the one led by Captain Pellew, the other by myself. I previously despatched the Dasher round the south end of Pulo 'J Lanjong, to gain an achorage as near the fort of Samanap as possible. By daylight on the 30th, the boats sailed through the channel formed by the east end of Madura and 'J Lanjong, and at

half-past twelve effected a landing (without discovery) at a pier-head about three miles from the fort. The landing, although difficult, from its being rocky and low water, which prevented the boats from coming near the pier, was soon accomplished; and at half-past one, two columns, composed of 60 bayonets and 20 pikemen, each flanked by a 12, 4, and 2-pounder field-piece, having in reserve the Hussar's marines, began their march, in the utmost order, towards the fort: the silence during our progress was so rigidly observed, that, notwithstanding the governor having intimation of the Dasher having weighed and standing in for the harbour, and boats were seen standing in for the tower, the fort did not discover our approach until we were through the outer gate, which was open.

"The gallantry of the rush at the inner gate prevented them from securing it, and only allowed time for two or three guns on the south-west bastion to be fired. The storm was as sudden as it was resolute, and we became masters of the fort by half-past three o'clock, after a feeble struggle of ten minutes, by 3 or 400 Madura pikemen, who, with their chiefs, were made prisoners on the ramparts.

"On the appearance of daylight, observing the French colours flying on a flag-staff at the east end of the town, and perceiving the natives began to assemble in numbers, I sent Captain Pellew with a column of 100 bayonets and one field-piece, with a flag of truce, requesting that the governor would surrender in ten minutes, and that private property should be respected. To my utter astonishment, I received a most insulting answer, requiring me, in three hours, to evacuate the fort, or he (the governor) would storm it; and at the same time, Captain Pellew sent Mr. Oldmixon (an intelligent young officer) to inform me, that their force appeared about 2000 strong, protected by four field-pieces in their front, on a bridge possessing every advantage of situation, the column having to advance along an even and straight road for a quarter of a mile before they could force the bridge. I did not hesitate, but sent to my companion in arms and assistant in advice, Captain Pellew, to advance when the first gun was fired from a column I should lead out of the fort, and that I should take a route that would turn the enemy's left wing. This had the desired effect; for on their seeing my party advancing, they drew off two field-pieces, and broke their line to oppose us.

"I led 70 small-armed and 20 pikemen, belonging to the Sir Francis Drake and Dasher, supported by a 4-pounder field-piece, into action, leaving a reserve of 40 or 50 men in the fort. Both columns gave their vollies nearly at the same moment, and for five minutes a sharp fire was given and returned as we advanced; but on our near approach, the enemy gave way, and a most animated and spirited charge made their flight and defeat complete, and we were left masters of the field, colours, and guns. The governor and other Dutch inhabitants were made prisoners; and I accepted of a flag of truce from the Rajah of Samanap, who was present, under conditions that all the inhabitants of his district should not arm themselves against us again.

"I have now the gratification of mentioning my approbation of the conduct

of every man and officer under my immediate command in both contests, and have great pleasure in mentioning that of Captain Pellew's, who expresses himself much satisfied with those under his command in storming the town. I do not wish to particularize any, for all did their duty in a gallant manner, highly creditable to Englishmen. One instance I cannot omit noticing, the conduct of Lieutenant Roch, of the royal marines, belonging to his Majesty's ship the Sir Francis Drake, who was speared twice by two natives, when resolutely endeavouring to wrest the colours out of the hands of a French officer, who was killed in the fray.

"In justice, also, I gladly acknowledge the assistance and advice I have received from Captain Pellew, who aided every point of service with his well-known zeal, ability, and bravery. Captain Kelly merits my warmest thanks for his punctuality in obeying, and his judgment in putting my orders into execution; and I gratefully acknowledge the cordial and ready assistance and advice of Captain Crawford, Lieutenant Cunningham of the Sir Francis Drake, with the officers and men stationed at the launches and boats, who obtained my praise, and deserve every recommendation for the arrangement of boats in case of defeat.

"I now have to regret the necessity of subjoining an account of the killed and wounded of the four ships, in which, when I consider the strength of the fort, and the numbers opposed to us on the morning of the 30th in storming the town, I deem ourselves particularly fortunate. The fort is a regular fortification, mounting 16 6-pounders. The governor acknowledges to have had in the field 300 muskets, 60 artillerymen, and from 1500 to 2000 pikemen, armed with long pikes, a pistol, and a crees each. The enemy suffered considerably; the field was covered with their dead. I have not been able to ascertain their numbers, either in the fort or town, but I understand the commander in chief of the natives (second in rank to the Rajah of Samanap) and his two sons were slain.

"For further particulars, I beg leave to refer you to Captain Kelly, who is well acquainted with every proceeding since my arrival at Pondock, and who is fully able to answer any question the commander in chief may wish to put, either to what is done, or what is likely to accrue from the event; and I have also the honour of forwarding the bell and colours of the fort, the colours of the town, and those taken in the field of battle."

"P. S. In the hurry and confusion of writing the above, I forgot to mention a battery of 12 9-pounders that protected the mouth of the river, which was destroyed by a column under the command of Lieutenant Roch, in the face of the enemy, whilst Captain Pellew was negociating with the governor.

"Total, 3 killed and 28 wounded."

Copy of a Letter from Captain G. Harris *to Rear-Admiral* R. Stopford, *dated Bancalang, Island of Madura, Sept.* 13.

"Sir,——It is with sincere pleasure I can at length announce the total overthrow of the French authority on Madura and the adjacent isles. The fort of

Bancalang was taken possession of by the Sultan of Madura on the 10th instant, and British colours hoisted. The French governor and all the Dutch inhabitants are prisoners on board the Drake. At this moment there is not a French or Dutchman on the island, and the union is planted on the three districts, Bancalang, Samanap, and Pamacassam. The correspondence that caused this desired change is too voluminous and tedious to trouble either the commander in chief or his Excellency my Lord Minto with at this busy moment; I shall, therefore, do myself the honour of forwarding it at a more convenient opportunity.

"I have thought proper to leave the Samanap district in charge of Mr. Brown (late master of the Modeste), and proceed hither, that I may be at the principal seat of government, in case of French intrigues endeavouring to mar all that has been done during the last ten days. Two colonels, one lieutenant-colonel, and three or four captains, all princes of the blood, with from 2 to 3000 Maduries, have come over from Sourabaya. The prefect cannot keep a man by him, such an effect has the revolution of this island had. From the best authority, Sourabaya and Gressie are in a most defenceless state, Jansens having drawn every man to defend Samarang. It is said, that he intends making his last stand at Sourabaya; and I think it likely, if not prevented by the arrival of troops before Samarang falls: at this moment it would be an easy conquest; if this favourable opportunity is neglected, it will cause time and trouble.

"I firmly believe there are not 500 men to garrison either the towns or forts. It is my intention to request a garrison for Fort Bancalang (which is very complete) from the frigates in the offing; and I shall wait on the commanding officer without delay, as I am anxious to concert some measures with him that may cause a diversion in favour of the army.

"The sultan promises 4000 men to act against Sourabaya, but having only arrived here an hour since, I am cautious in accepting his offers, and tell him to keep them ready to protect his island. In a day or two I shall be a better judge; and if, with the advice and assistance of the captain, a dash can be made at Mr. Prefect Goldback, it shall be done."

Copy of a Letter from Captain G. Harris *to Rear-Admiral* R. Stopford, *dated Bancalang, Sept.* 13, 10 *p. m.*

"Sir,——Since I had the honour of addressing you this morning, with the assistance of the Maduries, there have been captured 10 long 24-pounders, battering cannon, that were going to Sourabaya: I shall use them to form two batteries facing Fort Louis and Sourabaya, that the pass at either entrance may be effectually blocked up. I am convinced the enemy are making both Gressie and Sourabaya as strong as time will permit them to do, and Jansens will eventually fall back to them. It is his object to procrastinate the total surrender of Java until the wet monsoon sets in; and it is said he had intended to retreat even to Sama-

nap; but in that measure I will take care he shall be disappointed. There is not a Maduries left at this end of Java in the service of the French; 300 and a major have joined me since the morning; the only number of them I know to be now in arms is at Samarang, under the command of the Rajah of Samanap's son, about 2000: I believe they have been recalled, and would gladly escape if conveyance could be offered to them. If he has received the messenger I sent him many days since, I should not wonder if his army came in fishing-boats; at all events, you may depend on their laying down their arms previous to the attack of Samarang.

"I shall take the earliest opportunity of informing you of the enemy's strength, and you may rely on it, that every possible information shall be given without delay. From the influence of the Sultan of Madura, who has written, by my request, to the rajah, about the east end of Java the insurrection is spreading far and wide, and I doubt not but it will soon reach Samarang."

An ACCOUNT *of* MONIES *received from his Majesty's Exchequer for the use of the Navy, between January 5, 1811, and January 5, 1812.*

	£.	s.	d.
For wages for officers and men	2,721,000	0	0
For half-pay to officers and bounty to chaplains	291,000	0	0
For wages to dock and rope-yards	918,000	0	0
GENERAL SERVICES.			
Bills of exchange, imprests, salaries, pensions, marines, &c.	1,464,881	15	2
Building of ships, purchase of stores, repairing ships, purchase of ships taken from the enemy, &c.	4,126,291	15	1
VICTUALLING.			
Provisions, and all sorts of victualling stores	4,442,731	11	1
Bills of exchange and imprests	1,363,000	0	0
Necessary money, extra ditto, and contingencies	234,000	0	0
Widows' pensions	39,548	10	0
TRANSPORTS.			
Freight of transports, maintenance of prisoners of war, sick and wounded, &c.	3,538,225	3	6
Bills of exchange, &c.	402,000	0	0
	19,540,678	14	10

PROMOTIONS *for* 1811.

To be Vice-Admirals of the Blue.

Francis Pender, Esq.	1 Aug.	H. Nicholls, Esq. .	1 Aug.	D. Gould, Esq. . .	1 Aug.
W. A. Otway, Esq.	ditto	H. Sawyer, Esq. .	ditto	Sir R. G. Keats, K.B.	ditto
Sir S. Hood, Bart. .	ditto				

To be Rear-Admirals of the White.

A. Fraser, Esq. . .	1 Aug.	Lord A. Beauclerk	1 Aug.	G. Burdon, Esq. .	1 Aug.
B. Hallowell, Esq.	ditto	W. Taylor, Esq. .	ditto	W. Brown, Esq. .	ditto
G. J. Hope, Esq. .	ditto	J. N. Morris, Esq. .	ditto	T. B. Martin, Esq. .	ditto

To be Rear-Admirals of the Blue.

J. Lawford, Esq. .	1 Aug.	F. Sotheron, Esq. .	1 Aug.	T. Wolley, Esq. .	1 Aug.

To be Post-Captains.

W. H. Byam . .	24 Jan.	C. Sneyd	3 Apr.	D. Campbell (2) .	1 Aug.
R. Clephane . .	14 Feb.	R. Buck	ditto	F. G. Dickins . .	ditto
J. Packwood . .	ditto	E. Scobell . . .	ditto	H. Hart	ditto
Lord Visc. Neville	16 Feb.	J. D. Markland .	18 Apr.	C. J. D'Auvergne .	ditto
W. Flint	1 Mar.	W. Fisher . . .	ditto	G. Jackson . . .	ditto
E. Crofton . . .	4 Mar.	A. Ferris	ditto	G. Henderson . .	ditto
J. Williams . . .	ditto	E. Harvey . . .	ditto	T. T. Tucker . . .	ditto
R. Hall (2) . . .	ditto	R. Fowler . . .	20 Apr.	J. Bowker . . .	16 Aug.
T. Fellowes . . .	ditto	T. Graham . . .	24 Apr.	H. Bourchier . .	22 Aug.
P. B. Greene . .	7 Mar.	W. F. Owen . . .	2 May	J. S. Peyton . .	26 Sept.
Hon. W. Waldegrave	8 Mar.	M. H. Dixon . .	28 June	G. H. Guion . . .	ditto
T. Huskisson . .	14 Mar.	W. B. Dolling . .	1 Aug.	R. W. G. Festing .	9 Oct.
C. Webb	16 Mar.	J. R. Lapenotiere .	ditto	P. J. Douglas . .	26 Nov.
E. H. A'Court . .	29 Mar.	Hon. A. Jones . .	ditto	H. Boys	ditto
T. Coe	3 Apr.	B. Clement . . .	ditto	W. Hamilton . .	4 Dec.
B. C. Doyle . . .	ditto	C. K. Quash . . .	ditto	J. Tillard	11 Dec.
J. Pasco	ditto	Hon. H. Dawson .	ditto	E. Stopford . . .	18 Dec.
J. Hollinworth . .	ditto				

To be Commanders.

R. Russel (1) . .	3 Jan.	C. B. Strong . .	14 Mar.	J. H. Garrety . .	3 May
T. Wolrige . . .	24 Jan.	J. Alexander . .	ditto	E. Lloyd	9 May
T. L. P. Laugharne	12 Feb.	J. Cramer . . .	15 Mar.	C. Mitchell . . .	24 May
B. C. Cator . . .	13 Feb.	H. Bain	29 Mar.	J. K. White . . .	10 June
W. B. Mends . .	26 Feb.	W. Kempthorne .	3 Apr.	J. Filmore . . .	18 June
B. Street	4 Mar.	H. L. Baker . . .	8 Apr.	J. Skekel	28 June
W. F. Carrol . .	ditto	H. Lynne . . .	18 Apr.	J. Gilmour . . .	1 July
F. J. Thomas . .	ditto	W. Gregory . . .	ditto	R. Kenah . . .	ditto
F. G. Willock . .	8 Mar.	J. De Rippe . . .	ditto	J. Prior	11 July
G. Falcon . . .	13 Mar.	F. Moresby . . .	ditto	J. Pateshall . . .	24 July
W. Henderson . .	ditto	G. Rennie . . .	ditto	J. Bremer . . .	1 Aug.
W. Wolrige . . .	ditto	J. Clephan . . .	20 Apr.	G. A. Hire . . .	ditto
J. Dickinson . .	ditto	W. Simpson . . .	22 Apr.	T. Simpson . . .	ditto
D. Dunn	ditto	F. Vernon . . .	29 Apr.	T. Southey . . .	ditto

W. Haydon . . . 1 Aug. J. B. H. Curran . . 2 Aug. J. Gedge . . . . 15 Nov.
J. Irons . . . . ditto E. Brazier . . . ditto J. Baldwin . . . 18 Nov.
T. O. Hewes . . . ditto G. W. H. D'Aeth . 16 Aug. J. Boss . . . . 26 Nov.
J. Tullidge . . . ditto W. Kelly (2) . . 23 Aug. C. C. Askew . . . ditto
S. Popham . . . ditto S. Blyth . . . . 5 Sept. B. M. Kelly . . . 28 Nov.
S. Brown . . . . ditto H. Drury . . . . 10 Sept. C. Squire . . . 4 Dec.
R. T. Blackler . . 2 Aug. Sir W. S. Wiseman, Bt. 24 Sept. J. Campbell . . . 20 Dec.
D. Scott . . . . ditto C. Shaw . . . . 26 Sept. T. C. Munn . . . 30 Dec.
W. Evans . . . ditto

To be Lieutenants.

W. Spiers . . . 3 Jan. S. J. Spargo . . . 2 Mar. R. Vans . . . . 18 Apr.
T. Lovesay . . . 5 Jan. G. A. Barker . . 4 Mar. E. Chappell . . . ditto
A. M'Donald . . ditto A. T. Hicks . . . 8 Mar. T. Sibbald . . . ditto
J. Clitherow . . 16 Jan. G. Addis . . . . 9 Mar. W. B. Johnston . ditto
J. Willison . . . 17 Jan. J. Tulloh . . . . 12 Mar. H. Wise . . . . ditto
J. E. Lane . . . ditto W. Allsop . . . ditto J. Arguimbau . . 20 Apr.
R. Cole . . . . ditto J. Hopkins . . . ditto J. Johnson (3) . . 22 Apr.
R. Lethbridge . . ditto J. Moffatt . . . 13 Mar. H. J. Clifford . . ditto
W. Everard . . . ditto J Gibson . . . . ditto R. Peace . . . . ditto
J. Elwen . . . . ditto J. Rennie . . . ditto J. M'Gladery . . 24 Apr.
H. A. Fawcett . . ditto C. H. Ross . . . ditto J. Hancock . . . ditto
R. Hambly . . . 19 Jan. P. Luckcomb . . 14 Mar. C. Hamlyn . . . ditto
J. C. Woolnough . ditto O. Orlebar . . . ditto G. Thew . . . . 26 Apr.
W. Knight (3) . . ditto H. Kent . . . . ditto G. P. Browne . . ditto
J. Steele . . . . 24 Jan. G. Somerville . . ditto R. Rochfort . . . ditto
J. F. Studdert . . 26 Jan. E. Curzon . . . ditto J. R. Woodriff . . ditto
G. Bissett . . . 28 Jan. Hon. G. P. Campbell 15 Mar. E. Richards . . . ditto
T. Stone . . . . 29 Jan. J. R. Drew . . . 16 Mar. G. Tardrew . . . ditto
M. Wills . . . . 1 Feb. W. H. Meggison . ditto H. Wilson . . . ditto
H. Patton . . . ditto C. D. Brown . . . ditto A. Makenzie (2) . 27 Apr.
B. Loveless . . . 2 Feb. T. Shapcote . . . 19 Mar. J. Weir . . . . 29 Apr.
F. D. Lauzun . . ditto J. Gape . . . . ditto H. Mackworth . . ditto
R. P. Brereton . . ditto H. C. Hore . . . 29 Mar. B. Keily . . . . 30 Apr.
H. B. Mason . . ditto F. Gostling . . . 30 Mar. T. Ireland . . . 1 May
W. Kirby . . . 6 Feb. F. Hunn . . . . 5 Apr. W. H. Hull . . . ditto
J. A. Moore . . . 7 Feb. A. Brown . . . 6 Apr. R. Crosley . . . ditto
J. Lapp . . . . ditto W. Finlaison . . 8 Apr. C. Basden . . . 2 May
T. Woodyatt . . ditto T. E. Knight . . 15 Apr. F. Roberts . . . 3 May
G. R. Douglas . . ditto W. St. A. St. John . 17 Apr. M. Liddon . . . ditto
J. Clark . . . . 9 Feb. J. Sandys . . . 18 Apr. J. Matson . . . 10 May
W. Brander . . . 14 Feb. T. Doorne . . . ditto G. Hill . . . . ditto
H. Brooke . . . ditto W. C. Harris . . ditto J. Hackett . . . 11 May
H. D. Cochrane . ditto J. Moodie . . . ditto E. Simmons . . . 14 May
L. Grant . . . . 19 Feb. G. Evans . . . . ditto J. Stewart (3) . . ditto
T. Lee . . . . ditto T. Whitewood . . ditto J. R. T. Wright . ditto
W. Ellison . . . 20 Feb. J. B. Tattnell . . ditto G. F. Herbert . . 16 May
J. M'Causland . . 22 Feb. W. Smith (4) . . ditto B. Aplin . . . . ditto
A. Rhodes . . . 27 Feb. G. Beaseley . . . ditto J. E. Gordon . . 17 May

B. Walker . . . 20 May
G. Selby . . . . ditto
J. Sterling . . . ditto
Henry Came . . 24 May
F. H. Woodcock . 25 May
B. Shepherd . . . 29 May
G. Hawkins (2) . . 5 June
J. Rolleston . . . 8 June
G. Sandford . . . 12 June
W. Smith (5) . . ditto
J. Wigston . . . 13 June
S. E. Antram . . 14 June
E. Satterthwaite . ditto
R. Deans . . . . 15 June
G. F. Sealy . . . 16 June
T. Hill . . . . 17 June
C. C. Parker . . ditto
G. Goose . . . . 18 June
J. Birch . . . . 20 June
J. S. Brisbane . . 2 July
J. Whitthorn . . 5 July
R. Gregory . . . 6 July
T. Wilson (2) . . ditto
J. Adamson . . . ditto
B. R. Robertson . ditto
G. Bassan . . . 9 July
S. Ramsey . . . 11 July
G. Pigot . . . . 15 July
J. Pakenham . . 16 July
K. Davison . . . 17 July
W. Weiss . . . . ditto
W. Corke . . . . ditto
F. Noel . . . . 18 July
E. Andrews (2) . . 20 July
W. Jones (3) . . 24 July
A. Kennedy . . . 25 July
R. Leech . . . . 26 July
B. Smart . . . . 31 July
W. Walker . . . 1 Aug.
J. Sisson . . . . ditto
R. M. Woodriff . . ditto
W. S. Rees . . . ditto
H. Snelgrove . . ditto
R. Cock . . . . ditto
T. Pickernell . . ditto
J. Edgecombe . . ditto
J. Drake . . . . ditto
W. J. Pocock . . ditto

J. T. Utlay . . . 1 Aug.
B. R. Owen . . . ditto
J. Illingworth . . ditto
J. Thompson . . ditto
E. Handfield . . ditto
C. B. Louis . . . ditto
G. F. Bridges . . ditto
R. Sutton . . . ditto
H. Stewart . . . ditto
T. Boardman . . 8 Aug.
E. B. Addis . . . 9 Aug.
J. Burton (1) . . ditto
J. Wilkinson . . 14 Aug.
J. G. Osborn . . 16 Aug.
H. Parry . . . . ditto
T. Bushby . . . ditto
S. Butcher . . . 20 Aug.
F. Lloyd . . . . ditto
G. Castle . . . . ditto
C. Harris . . . . 22 Aug.
G. Smithers . . . 23 Aug.
J. Dawson . . . 27 Aug.
J. Imrie . . . . 10 Sept.
W. M'Leod . . . ditto
W. Gjekie . . . ditto
H. Sheridan . . . 11 Sept.
J. Smith (8) . . . ditto
R. Kingston . . . 17 Sept.
G. Pearson . . . 21 Sept.
D. R. K. Cooke . . 24 Sept.
F. Le Hunte . . . 26 Sept.
J. Flinn . . . . ditto
J. Henderson (2) . ditto
F. B. Neve . . . ditto
R. Hall . . . . ditto
G. Dael . . . . ditto
W. Hornsby . . . ditto
F. Maxwell . . . ditto
J. Hall . . . . ditto
R. Hunter . . . ditto
F. Slade . . . . ditto
H. Warde . . . ditto
T. Rawlins . . . ditto
G. Anderson . . 28 Sept.
F. Lowcay . . . 7 Oct.
R. R. Webb . . . ditto
G. Fortescue . . ditto

E. F. Stanhope . . 9 Oct.
A. B. Valpy . . . 11 Oct.
C. F. Turner . . 17 Oct.
T. Kirby . . . . ditto
T. Stopford . . . 20 Oct.
J. R. Thomas . . 21 Oct.
A. Martin . . . 29 Oct.
J. Middleton . . ditto
W. F. Barr . . . ditto
W. Langdon . . . ditto
J. Lihou . . . . ditto
J. A. Blow . . . ditto
G. Chepmell . . . 1 Nov.
W. S. Stokes . . ditto
A. D. Crespigny . ditto
M. Bennett . . . 2 Nov.
R. S. Bayly . . . 4 Nov.
W. B. Hawkshaw . 8 Nov.
J. Bendyshe . . . 11 Nov.
C. A. Baker . . . ditto
N. Duff . . . . 14 Nov.
E. A. Enery . . . 16 Nov.
G. Parkyns . . . ditto
J. Evans . . . . ditto
A. Flintoff . . . 19 Nov.
B. Dutton . . . ditto
L. Burn . . . . ditto
R. B. Reed . . . ditto
T. W. Charlton (1) ditto
G. Butler (2) . . ditto
A. Balfour . . . 28 Nov.
F. A. Calder . . . ditto
W. E. Curlewis . . ditto
C. W. Smith . . . 29 Nov.
W. Snell . . . . 4 Dec.
W. Syfrett . . . ditto
E. Purcell . . . ditto
W. Adams (2) . . 9 Dec.
F. J. Pickmore . . ditto
J. Rogers (2) . . 10 Dec.
R. Copeland . . 11 Dec.
J. Simpson (4) . . 14 Dec.
W. P. Furse . . . ditto
J. Blandford (2) . 16 Dec.
Lord A. Percy . . ditto
H. Hayman . . . 20 Dec.
H. Stanhope . . . 30 Dec.

1812.

AT AND NEAR HOME.

At the opening of the sessions of Parliament, which took place on the 7th of January by commission, the commissioners stated, that they were directed by the Prince Regent, to declare the satisfaction with which his Royal Highness had observed the measures which had been pursued for the defence and security of the kingdom of Portugal; and that on the several occasions in which the British or Portuguese troops had been engaged with the enemy, the reputation already acquired by them had been fully maintained: to express his congratulations on the success of the British arms in the Island of Java, and his expectations that both Houses would concur with his Royal Highness in approving the wisdom and ability with which this enterprise, as well as the capture of the Islands of Bourbon and Mauritius, had been conducted; and that they would applaud the decision, gallantry, and spirit so conspicuously displayed in the operation of the brave army under the command of that distinguished officer Lieutenant-General Sir S. Auchmuty, so powerfully and ably supported by his Majesty's naval forces. Respecting the affairs with America, his Royal Highness regretted that various important subjects of difference remained unadjusted, though the difficulties which had arisen through the affair of the Chesapeake frigate had been finally removed; that in the progress of the discussions with the United States, the Prince would continue to employ such means of conciliation as might be consistent with the honour and dignity of his Majesty's crown, and with the due maintenance of the maritime and commercial rights and interests of the British empire; and trusted that they would furnish him with such supplies as would enable him to carry on the contest with that spirit and exertion, which would afford the best prospect of its successful termination.

On the 10th of January, the thanks of the House of Peers and of the House of Commons were voted to Lord Minto, and to the naval and military commanders employed in the capture of the Islands of Java, Bourbon, and Mauritius.

FLAG-OFFICERS EMPLOYED.

Officers.	Ships.	Guns.	Stations.
Admiral Lord Keith	San Josef . . .	112	Channel.
Rear-Admiral Sir H. B. Neale	Boyne	98	Ditto.
Rear-Admiral P. C. Durham	Bulwark . . .	74	Ditto.
Admiral Sir R. Bickerton, Bart.	Royal William .	80	Portsmouth.
Rear-Admiral W. Hargood	Gladiator . . .	44	Ditto.
Admiral Sir R. Calder, Bart.	Salvador del Mundo	112	Plymouth.
Rear-Admiral Sir E. Buller	Prince Frederic .	64	Ditto.

Officers.	Ships.	Guns.	Stations.
Admiral W. Young	Impregnable . .	98	North Sea.
Rear-Admiral J. Ferrier	Bellerophon . .	74	Ditto.
Rear-Admiral Lord A. Beauclerk	Royal Oak . .	74	Ditto.
Rear-Admiral M. H. Scott	Chatham . . .	74	Ditto.
Vice-Admiral T. Foley	Monmouth . .	64	Downs.
Vice-Admiral Thornborough	Trent	36	Cork.
Vice-Admiral Murray	Solebay . . .	32	Yarmouth.
Vice-Admiral W. A. Otway	Adamant . . .	50	Leith.
Rear-Admiral Sir T. Williams	Namur	74	Sheerness.
Rear-Admiral Sir C. Hamilton	Thisbe	28	Thames.
Rear-Admiral J. Surridge	Ceres	32	Chatham.
Vice-Admiral Sir J. Saumarez	Victory . . .	100	Baltic.
Rear-Admiral T. B. Martin	Aboukir . . .	74	Ditto.
Rear-Admiral W. Brown	Ulysses . . .	44	Guernsey.
Vice-Admiral Sir E. Pellew	Caledonia . . .	120	Mediterranean.
Vice-Admiral Sir W. S. Smith	Hibernia . . .	110	Ditto.
Vice-Admiral F. Pickmore	Gorgon	44	Ditto.
Rear-Admiral B. Hallowell	Malta	80	Ditto.
Rear-Admiral J. Laugharne	Trident . . .	64	Malta.
Rear-Admiral T. F. Freemantle	Milford . . .	74	Sicily.
Vice-Admiral G. Martin	Impetueux . .	74	Lisbon.
Rear-Admiral W. H. Linzee	San Juan . . .	74	Cadiz & Gibraltar.
Admiral Sir J. T. Duckworth	Antelope . . .	50	Newfoundland.
Vice-Admiral H. Sawyer	Africa	64	Halifax.
Vice-Admiral C. Stirling	———	—	Jamaica.
Rear-Admiral Sir F. Laforey	Dragon . . .	74	Leeward Islands.
Rear-Admiral M. Dixon	Montagu . . .	74	Brazils.
Vice-Admiral Sir S. Hood	Illustrious . . .	74	East Indies.
Rear-Admiral Hon. R. Stopford	Lion	64	Cape of Good Hope

Copy of a Letter from Captain B. Harvey *to Sir* T. Foley, *dated Rosario, off Dieppe, March* 27.

"Sir,——It is with much satisfaction I have to acquaint you, that at half-past eight a. m. Dieppe bearing S. W. about four or five miles, we observed an enemy's flotilla, consisting of twelve brigs and one lugger, standing along shore, and immediately made sail to cut off the leewardmost. The enemy, by signal from their commodore, formed into a line, and engaged us severally as we passed; but upon luffing up to cut off the sternmost, the whole bore up to support her, and endeavoured to close with us. Finding them thus determined to support each other, and the small force of the Rosario not admitting my running the risk of being

laid on board by several at once, I bore up to a brig we observed in the offing (and which proved to be the Griffon), and made the signal for an enemy. The moment she had answered, we hauled to the wind, and at forty minutes after twelve began to harass the enemy's rear, who were then endeavouring to get into Dieppe under all sail; tacked, and wore occasionally to close, receiving and returning the fire of the whole line each time. At half-past one, being far enough to windward, ran into the body of the enemy, and by cutting away the running rigging of the two nearest, drove them on board each other; backed the main-top-sail, and engaged them within musket-shot till they were clear; then stood on and engaged another, whose main-mast and fore-top-mast soon went by the board, when she immediately anchored; passed her, and drove the next in the line on shore. Two more of their line yet remained to leeward; bore up, and ran the nearest one on board, then not more than three quarters of a mile from the shore. So far the Rosario had acted alone, as the Griffon had not yet arrived within gun-shot: bore away with the prize beyond range of the batteries, and hailed the Griffon (then passing under a press of sail), to chase the remaining brig, and which service she performed in a very handsome manner, by running her on shore near St. Aubin, under a very heavy fire from the shore: seeing no probability of the Griffon being able to destroy the brig, made the signal to attack the enemy in the S. E. then anchoring close in-shore. In the mean time we were getting the prisoners on board, and repairing the running rigging, which was much damaged.

"Captain Trollope having closed with the enemy, ran the Griffon in-shore off one at anchor nearly in the centre, and in the most gallant manner laid her on board, cut her cables, and stood out, under the fire of the batteries and the whole of the other brigs. Upon passing the Griffon, I found her too much disabled to immediately make sail again to the attack; but being determined to have another (although we had nearly as many prisoners as our own sloop's company), I ran the dismasted one on board, which we found the enemy had deserted (but this circumstance the darkness of the night prevented our being enabled previously to discover); at which time the remaining seven of the flotilla were under weigh, getting into Dieppe harbour.

"I must beg leave to mention the very able assistance I received from the exertions of Mr. J. Shaw, my first lieutenant, in boarding the enemy, and during the whole of the day in the arduous task of working the ship while engaging; and the conduct of the whole of the other officers and ship's company was such as to merit my warmest approbation. We have only one petty officer and four men wounded: the officer is Mr. J. Widdicomb Dyer, midshipman, whose unremitted exertions during the action, and activity in boarding (when he received the wound), together with his general good conduct, render it my duty to recommend him.

"The flotilla is the 14th division, commanded by Mons. Sarue, capitaine de

ainted by T.Whitcombe.

Engraved by T.Sutherland.

vaisseau and commandant de division; sailed from Boulogne at ten p.m. the 26th instant, and intended going to Cherburg: each brig has three long 24-pounders and an 8-inch brass howitzer, with a complement of 50 men. When I consider this flotilla, united to batteries keeping up a constant fire of both shot and shells, and the very small force we had, I trust the having taken three, run two on shore, and much damaged the others, will shew our zeal for the public service, and meet with your approbation."

Copy of a Letter from Captain HOTHAM *to Rear-Admiral Sir* H. NEALE, *dated Northumberland, off the Penmarks, May* 24.

"SIR,——I have the honour to inform you, that the object of the orders I received from you on the 19th instant, to proceed off L'Orient for the purpose of intercepting two French frigates and a brig, lately seen at sea, has been accomplished by their total destruction, at the entrance of that port, by his Majesty's ship under my command (the Growler gun-brig being in company), under the circumstances I beg leave to relate to you.

"On Friday, the 22d inst. at a quarter after ten a. m. the N. W. point of the Isle Groa (Grouais) bearing from the Northumberland N. by compass, ten miles distant, and the wind very light from W. by N. they were discovered in the N. W. crowding all possible sail before it for L'Orient. My first endeavour was to cut them off to windward of the island, and a signal was made to the Growler (seven miles off in the S. W.) to chase; but finding I could not effect it, the Northumberland was pushed by every exertion round the S. E. end of Groa, and by hauling to the wind as close as I could to leeward of it, I had the satisfaction of fetching to windward of the harbour's mouth before the enemy's ships reached it. Their commander, seeing himself thus cut off, made a signal to his consorts, and hauled to the wind on the larboard tack to windward of Point Taleet, and they appeared to speak each other. I continued beating to windward between Groa and the Continent to close with them, exposed to the batteries on both sides when I stood within their reach, which was unavoidable. The wind had by this time freshened considerably, and was about W. N. W. At forty-nine minutes after two p.m. the enemy (in force as above described) bore up in close line ahead, and under every sail that could be set, favoured by the fresh wind, made a bold and determined attempt to run between me and the shore, under cover of the numerous batteries with which it is lined in that part. I placed the Northumberland to meet them as close as I could to the Point de Pierre Laye, with her head to the shore, and the main-top-sail shivering, and made dispositions for laying one of them along side; but they hauled so very close round the point, following the direction of the coast to the eastward of it, that, in my ignorance of the depth of water so near the shore, I did not think it practicable, consistent with the safety of his Majesty's

ship (drawing near twenty-five feet), to prosecute that plan. I therefore bore up, and steered parallel to them at the distance of about two cables' length, and opened the broadside on them, which was returned by a very animated and well-directed fire of round, grape, and other descriptions of shot, supported by three batteries, for the space of twenty-one minutes, and was very destructive to our sails and rigging. My object, during that time, was to prevent their hauling outside the dry rock named Le Graul; but in steering sufficiently close to it to leave them no room to pass between me and it, and at the same time to avoid running on it myself, the utmost difficulty and anxiety were produced by the cloud of smoke which drifted ahead of the ship, and totally obscured it: however, by the care and attention of Mr. Hugh Stewart, the master, the ship was carried within the distance of her own length on the south-west side in quarter-less seven fathoms; and the enemy were in consequence obliged, as their only alternative, to attempt passing within it, where there was not water enough, and they all grounded, under every sail, on the rocks between it and the shore.

"The sails and rigging of the Northumberland were so much damaged, that I was obliged to leave the enemy to the effects of the falling tide, it being only one quarter ebb, while I repaired the rigging and shifted the fore-top-sail, which was rendered entirely useless, working to windward during that time under what sail I could set, to prevent falling to leeward; in which interval, at five o'clock, the Growler joined, and fired on the enemy occasionally. At twenty-eight minutes after five, I anchored the Northumberland in six and a half fathoms' water, Point de Pierre Laye bearing N.W. half N. the citadel of Port Louis* E. three quarters N. and the rock named Le Graul N. half E. two cables' length distant, with her broadside bearing on the enemy's two frigates and brig at point-blank range, all of them having fallen over on their sides next the shore as the tide left them, and exposed their copper to us, and the main-masts of one frigate and the brig were gone; and from thirty-four minutes after five till forty-nine minutes past six (which was near the time of low water), a deliberate and careful fire was kept up on them, at which time, believing that I had fully effected the object of my endeavours, the crews having quitted their vessels, all their bottoms being pierced by very many of our shot so low down as to insure their filling on the rising tide, and the leading frigate being completely in flames, communicated to the hull from a fire which broke out in her fore-top, I got under sail. Three batteries fired at the ship during the whole time she was at anchor, although the position was so far well chosen that she was out of the range of two of them; the other (to which the enemy's vessels were nearest) reached her, and did as much execution in the hull as all the fire she had been exposed to before.

* Port Louis is situated in lat. 47 deg. 42 min. 47 sec. N. long. 3 deg. 20 min. 15 sec. W. from Greenwich.

" I directed the commander of the Growler to stand in and fire, to prevent the enemy from returning to their vessels after I had ceased.

" At five minutes before eight, the frigate on fire blew up with an awful explosion, leaving no remains of her visible. At the close of day I anchored for the night, out of reach of the batteries on both sides, Point Taleet bearing N. N. W. half W. the point of Groa S. S. W. half W. the enemy's vessels N. by E. At ten the other frigate appeared to be on fire also (some smoke having been seen on board her from the time the firing ceased), and at half-past eleven the flames burst forth from her ports and every part with unextinguishable fury; which unlooked-for event leaving me nothing more to attempt in the morning, the brig being quite on her beam-ends, and very much damaged by our shot in every part of her bottom, even very near her keel, I weighed anchor at midnight, with a very light air from the northward, with the Growler in company, profiting by the brightness of the moon to get to sea; but it was so near calm that I made very little progress, and therefore saw the frigate burning from head to stern all night, and explode at thirty-five minutes after two in the morning of yesterday, leaving a portion of her after-part still burning, till it was entirely consumed; and in the course of the day I had the satisfaction to see, from off the N. W. point of Groa, a third fire and explosion in the same spot, which could have been no other than the brig.

" During the time of firing on the enemy's vessels, a seaman, who states himself to be a native of Portugal, captured in the ship Harmony of Lisbon, by the frigates, on the 22d of February, swam from one of them to the Northumberland, by whom I am informed, that their names were L'Arianne and L'Andromache, of 44 guns and 450 men each, and the Mameluke brig, of 18 guns and 150 men: that they sailed from the Loire in the month of January; had been cruising in various parts of the Atlantic, and had destroyed thirty-six vessels of different nations (Americans, Spaniards, Portuguese, and English), taking the most valuable parts of their cargoes on board the frigates (and they appeared very deep for ships so long at sea), and one vessel they sent as a cartel to England with about 200 prisoners.

" I am happy to have now the gratifying duty to discharge, of bearing testimony to the creditable conduct of every officer and man I had the honour to command on the occasion above related, whose zealous exertions in supporting the honour of his Majesty's naval power, and in humbling that of the enemy, were conspicuously displayed, without regard to the peculiar intricacy of the situation, or the risks and difficulties which appeared to interpose; and I hope the circumstances of his station may permit me to make particular report of the services of the senior lieutenant, John Banks, without prejudice to, or neglect of, the other meritorious and deserving officers, who were all equally inspired with intrepidity, and possessed with confidence and coolness, which rendered that qualifica-

tion the more valuable. But as the safety of his Majesty's ship, and the success of the operations which resulted, in a navigation so narrow and difficult, with almost every description of danger to avoid, is attributable, next to Providence, to the ability with which she was steered and conducted under the direction of Mr. Stewart (the master) and the pilot, I should be wanting in my duty if I were to omit to represent to you, that nothing could exceed the firmness, good judgment, and skill of those officers, whose experience on the coast was extremely beneficial to the service, and Mr. Stewart's counsels were of the greatest assistance to me.

"Lieutenant J. Weeks, commanding the Growler gun-brig, made every effort that vessel was capable of to render assistance, and shewed a perfect readiness to execute the few directions I had occasion to give him.

"I should rejoice, sir, if I were able to close this narrative without adding a report of loss and injury sustained; but neither you, nor any other authority to whom you may communicate it, will expect that a ship should have been so long at different periods under the fire of the enemy's various batteries and vessels without some loss: but I am thankful it is not greater than is expressed in the report I have the honour to inclose; and I am glad to say, that the officer wounded (namely, Lieutenant William Fletcher) will soon be recovered. The damage the ship has sustained is little in the hull, but more in the masts, yards, and rigging.

"A line-of-battle ship, with sails bent and top-gallant-yards across, lay in the harbour of L'Orient, a spectator of the operations of the day at the entrance of it, but the wind did not serve till night for her coming to the support of her friends: every assistance, however, was afforded them of boats, men, &c. from the port, directed, as I apprehend, by the admiral in person."

A LIST *of* KILLED *and* WOUNDED.

Killed.—4 Seamen and 1 private marine.

Wounded.—1 Officer, 3 petty officers, 19 seamen, and 5 private marines; of whom 4 are dangerously, 10 severely, and 14 slightly.

By a telegraphic communication from the Castilian on the afternoon of the 3d May, at Dungeness, Captain A. Cunningham, of the Bermuda sloop, learned that the Skylark and Apelles sloops were on shore to the westward of Boulogne; and as the fate of the Apelles was in particular extremely uncertain, the Bermuda weighed, with the Rinaldo in company, and steered towards the French coast, in the hope of rendering her some assistance. At break of day the Rinaldo was in chase of the Apelles, which had been got afloat, the enemy navigating her along shore under jury sails. About nine o'clock, the Bermuda and Rinaldo got both up, and with a few broadsides again drove her on shore under a battery about three miles to the eastward of Estaples. As the tide was falling, the attack was discontinued, in consequence of the advantage the enemy would have had in planting his field-pieces and small-armed men close to her at low water-mark; during

which time the Castilian and Phipps joined. On the return of the tide the attack was renewed, the Bermuda leading in close under the battery, the other sloops following, and as they came up, gave their broadsides, by which the enemy's troops embarked in the Apelles were soon driven out. The boats of the squadron were then sent in under the command of Lieutenant Saunders, first of the Bermuda, who most gallantly boarded her, and though for a considerable time exposed to a galling fire of shot and shells from the battery, and a collection of field-pieces, she was got afloat, and brought out in safety, without any loss. Captains Cunningham, Braimer, Wells, and Sir W. Parker shewed the greatest zeal and activity throughout the whole affair, and effectually covered the boats from the fire of the enemy.

On the 3d July, Captain Lennock of the Raven sloop, being off the Scheldt, observed several of the enemy's flotilla that had been exercising considerably to leeward in the Weiling, and was induced to stand in to ascertain if there was a possibility of cutting any of them off. About six o'clock, finding he could fetch some of them, he plied up with them as far as Wulpen, firing occasionally in passing. The wind blowing strong on shore, the superior sailing of the Raven enabled her to overtake seven (out of fourteen), four of which were obliged to anchor close to the batteries; the other three were driven on shore and bulged. Captain Lennock's quickness in deciding on, and his skill and spirit in executing, the attack, were considerably enhanced by its being made in the enemy's port, under the fire of his guns, and in the face of his fleet. Lieutenant Berriff, and the whole of the officers and crew, behaved with the greatest coolness and courage.

On the 21st July, Lieut. T. Warrand, commander of the Sealark, when cruising off the Start, at eight a. m. had a signal made to him from the signal-station, of an enemy being in the S. E. quarter. After running for three hours in that direction, he discovered a large lugger under English colours, chasing and firing at two large merchant-ships steering up Channel. On the lugger discovering the Sealark to be a cruiser, she altered her course to starboard, and made all possible sail; but finding the schooner gaining on her, she shortened sail, hoisted English colours, and cleared for action, and wore repeatedly, to endeavour to get to windward of the schooner; but fearing she might escape if so done, Lieutenant Warrand determined to lay her on board, which he accomplished between her fore and main-chains, when an action commenced, which lasted one hour and thirty minutes, during which time a most severe fire was kept up with great guns and musketry, the enemy using hand-grenades, &c. when, perceiving that she had taken fire, Mr. James Beaver, the acting-master, was directed to board her, which he did in the most spirited manner, and carried her. She proved to be La Ville de Caen, Captain Cocket, of 16 guns and 75 men. The loss on board the Sealark was very severe, having had 7 men killed, and Lieutenant Warrand and 21 men wounded, several of them dangerously. The enemy lost 15 killed, who, with the

captain, were found on deck when taken possession of, and 16 wounded, most of them severely.

On the 1st August, Lord G. Stewart, captain of the Horatio, whilst running down the coast of Norway, discovered a small sail from the mast-head, close in with the land; upon which, the barge and three cutters were despatched under the first lieutenant, A. M. Hawkins, who gained information on shore, that the enemy had gone to a village on an arm of the sea thirty-five miles inland, where he immediately proceeded, and at eight a. m. on the 2d got sight of a cutter, a schooner, and a large ship, which, on the appearance of the boats, presented their broadsides, with springs upon their cables. As a strong tide sent the boats towards them, Lieutenant Hawkins determined on an immediate attack, notwithstanding their advantageous position. At nine the fire commenced on the boats (one of which was despatched, under the direction of Mr. J. Crisp, master's mate, to disperse some small-armed men collected on shore, which he effected, and returned to the attack before the enemy struck), and after a most sanguinary combat, they were carried in the most brilliant and determined manner. They proved to be his Danish majesty's schooners, one of six guns and 30 men, and the other of four guns and 22 men, with an American ship of 400 tons, their prize. Lieutenant Hawkins was accompanied by Second Lieutenant Masters, both of whom were wounded, and Lieutenant Syder, royal marines, killed: there were, besides, 8 killed and 14 wounded. The enemy had 10 killed and 13 wounded.

BALTIC.

Copy of a Letter from Captain J. P. Stewart *to Admiral Sir* J. Saumarez, *dated Dictator, in the Sleeve, July* 7.

" Sir,——I have the honour to inform you, that yesterday evening, being off Mardoe with the brigs named in the margin*, the mast-heads of the enemy's squadron were seen over the rocks; and Captain Robilliard of the Podargus, in the most handsome manner, volunteered to lead the squadron in to attack them, he having a man on board acquainted with the place; and as neither the masters nor the pilots of either of the ships conceived themselves equal to the charge, I did not hesitate to accept his kind offer, well knowing that the British flag would meet with nothing but honour in such hands.

" In the entrance of the passage the Podargus unfortunately took the ground, by which circumstance I was deprived of the valuable and gallant services of her commander during the remainder of the day, and was in consequence obliged to leave the Flamer to her assistance; but in Captain Weir of the Calypso, I found every thing that could be wished for, which, in a great measure, made up for the loss which I had sustained in the Podargus and Flamer. By this time, half-past seven p. m. we had arrived within one mile of the enemy, who were running in-

* Podargus, Calypso, and Flamer gun-brig.

side the rocks under a press of sail; the Calypso, which had also grounded for a short time, was now leading us through the passage, and both she and ourselves engaged with the squadron and numerous gun-boats: however, at half-past nine, I had the satisfaction, after sailing twelve miles through a passage in some places scarcely wide enough to admit our studding-sail-booms being out, of running the Dictator's bows upon the land, with her broadside towards the enemy (within hail), who were anchored, with springs on their cables, close together, and supported by gun-boats, in the small creek of Lyngoe, the Calypso most nobly following us up. In half an hour the frigate was literally battered to atoms, and the flames bursting forth from the hatchways; the brigs had also struck, and most of the gun-boats were completely beaten, and some sunk. The action had scarcely ceased, and the ships afloat, before we found ourselves again attacked by the gun-boats, which had retreated on seeing the fate of their squadron, and were again collecting from all quarters; but Captain Weir of the Calypso, having taken a most advantageous position, engaged them with the greatest gallantry and effect: indeed, I am at a loss how to express my admiration of the prompt exertions of this gallant and meritorious officer.

"The Podargus and Flamer, in the mean time, were warmly engaged with numerous batteries and gun-boats, both brigs being aground; but by the uncommon exertions and extreme gallantry of Captain Robilliard, and the officers and crews of the brigs, they at last got afloat, very much cut up: on this occasion Lieutenant England particulary distinguished himself.

"At three a. m. having got the Dictator, Calypso, and prize-brigs in the fair way, we attempted to get through the passages, when we were assailed by a division of gun-boats from behind the rocks, so situated that not a gun could be brought to bear on them from either vessel: in this situation both prize-brigs grounded, and, notwithstanding every exertion on the part of Lieutenant J. Wilkie of this ship, in the Laaland, who had extinguished a fire on board her which was burning with great fury, and Lieutenant Hooper of the Calypso, in the Kiel, we had to abandon them, complete wrecks, humanity forbidding our setting them on fire, owing to the number of wounded men they had on board. I cannot conclude this letter without mentioning in terms of praise Mr. W. Buchanan, the first lieutenant of this ship, a most gallant and excellent officer.

"From the nature of the attack, I have been obliged to lengthen my report, probably more than the service performed justifies; but in that case, I trust you will only attribute it to my anxiety to endeavour to do justice to a set of officers and men, who, I am sure, have done their duty to admiration. The conduct of every individual on board H. M. S. I have the honour to command, has been highly meritorious; and I cannot omit to add the names of Lieutenants Duell, Dutton, and Edwards, Captain Triscot, Lieutenants J. Baker and F. Macnamara

of the royal marines, Mr. R. West, the master, and Mr. J. Luckomlee, the purser. The skilful attention of Mr. Hay, the surgeon, to our own men as well as our enemies, has been beyond all praise; and he speaks in the highest terms of Mr. Sanderson, his assistant. Captains Robilliard and Weir mention the conduct of all their officers and men to have been such as characterize Britons on such occasions, and I am sure I can with great justice add my tribute of applause.

"Inclosed I have the honour to transmit a list of killed and wounded: although I cannot help deploring the loss of so many brave men, it is much less than could be reasonably expected. The Danes acknowledge to have lost about 300 killed and wounded: I rather suspect 500.

"Our ships have suffered extremely in their hulls, masts, and rigging."

ENEMY'S FORCE.

Nayaden, 48 guns, 24-pounders, 335 men; burnt.

Logan, 20 guns, 24 and 18-pounders, 120 men; burnt.

Laaland, 20 guns, 18-pounders, 120 men; taken, much burnt, but afterwards abandoned, as she grounded.

Kiel, 18 guns, 18-pounders, 120 men; ditto, ditto, ditto.

Samsoe, 18 guns, 18-pounders, 120 men; struck.

Alaart, 16 guns, 18-pounders, 100 men; lying at Christiansand.

Langeland, 18 guns, 18-pounders, 120 men; ditto.

Alren, 18 guns, 18-pounders, 120 men; ditto.

Gun-boats out of number.

KILLED *and* WOUNDED.

Dictator.—5 Killed; 16 severely and 8 slightly wounded.

Podargus.—4 Severely and 5 slightly wounded.

Calypso.—3 Killed; 1 severely wounded, and 2 missing.

Flamer.—1 Killed; 1 severely wounded.

Total.—9 Killed; 22 severely and 13 slightly wounded, and 2 missing.

MEDITERRANEAN.

On the 13th February, in rounding Cape Corse, Captain B. W. Taylor of the Apollo, fell in with a French frigate-built store-ship and a corvette. After closing from to leeward, the former struck, and proved to be the Merinos, commanded by M. Honoré Courdoran, capitaine de frégate, and a member of the Legion of Honour; quite new, 850 tons, pierced for 36, but only mounted 28 guns, with 126 men, 6 of whom were killed, and 20 wounded. The Apollo suffered no loss, although exposed to the fire of the batteries on the cape and the Island of Gioeglia, for above four hours, nearly becalmed.

Copy of a Letter from Captain TALBOT *to Captain* C. ROWLEY, *dated Victorious, Port St. George, March 3.*

"SIR,——On the 16th ultimo I arrived off the port of Venice; the weather was very foggy at that time, and continued so till the 21st, which prevented me reconnoitring the port. At half-past two p. m. on that day, a brig was seen E. N. E.; at three o'clock, a large ship, with two more brigs and two settees, in the same direction; all sail was made in chase: at four o'clock, I made signal to the Weasel, 'To prepare for action.' At that time, I was convinced that the ship seen was one of the enemy's line-of-battle ships, proceeding from Venice to the port of Polo, in Istria.

"The enemy were sailing in a line of battle, with the two gun-boats and one brig ahead, the other two brigs in a line astern. At half-past two o'clock a. m. I perceived that one of the enemy's brigs dropped astern, and that the line-of-battle ship had shortened sail, to allow her to close again. I hailed the Weasel, and ordered Captain Andrew to endeavour to pass the Victorious, and, if possible, to bring the brigs astern of the commodore to action, in hopes it would induce him to shorten sail; which had the desired effect.

"At a quarter past four o'clock, H. M. brig Weasel commenced action with the two brigs. At half-past four we commenced action, at the distance of half-pistol-shot, with the line-of-battle ship, neither ship having fired a single shot until that time.

"At five, we perceived a brig to blow up: at daylight I perceived the Weasel in chase of the brigs, the gun-boats not in sight; I recalled her, as she did not appear to close with the chase. We were at this time in seven fathoms' water off the point of Grao, and I was fearful we might want assistance from her, in case either of the ships had got on shore on the bank. Captain Andrew, on being recalled, placed his brig very judiciously on the bow of the line-of-battle ship, within pistol-shot, and in that situation he gave her three broadsides.

"The enemy, for nearly the last two hours, had been rendered perfectly unmanageable, and had kept up a very slow fire, and that chiefly from two guns on the quarter-deck; her mizen-mast fell over her side about a quarter before nine o'clock. At nine they hailed us, and said they had struck: I sent on board Mr. Peake, my first lieutenant, to take possession of her.

"I found the squadron we had engaged consisted of two gun-boats, the Mameluke brig of 10 guns, and Jena and Mercure of 18 guns each, with the Rivoli of 74 guns, bearing the broad pendant of Commodore Barré, the commander in chief of the enemy's forces in the Adriatic.

"From the length of the action, and the smoothness of the water, the loss of men and the damages on both sides, I am sorry to say, have been very great indeed, neither ship having been above half-musket-shot distance from each other during the whole of the action, which only ceased at intervals, when the

ships were hid from each other by the fog and smoke, and were not able to see the flashes of each other's guns.

" I feel great satisfaction in saying, that the conduct of Commodore Barré, during the whole of the action, convinced me I had to deal with a most gallant and brave man, and in the manœuvring of his ship a most experienced and skilful officer. He did not surrender his ship till nearly two hours after she was rendered unmanageable, and had 400 men, his captain, and most of his officers, either killed or wounded.

" By the return you will perceive, sir, that our loss has been very severe. I have to regret, as well as the service, the loss of two very fine young men, Lieutenants T. H. Griffiths and R. S. Ashbridge, of the royal marines, who were mortally wounded early in the action, with many other brave and good men, both seamen and marines. The conduct of the officers has been throughout highly meritorious, both during the action, and also in securing the masts of the ship in the very bad weather we met with before we gained the port of Lissa.

" Having received a contusion from a splinter early in the action, for some days afterwards I have been nearly deprived of my eyesight; all which time, the exertions made by Mr. Peake, my senior lieutenant, prevented my inability from being of any detriment to his Majesty's service.

" The Rivoli, in crossing the gulf of Fiume, lost her fore and main-masts; but by the exertions of Lieutenants Whyte and Coffin, who had charge of her, she was brought safe into the port of Lissa under jury masts.

" I feel particularly indebted to Captain Andrew of the Weasel, for his exertions during the action, and also for the assistance he gave to the Rivoli afterwards.

" I have sent inclosed, a copy of his letter, reporting to me his conduct, and that of his officers and crew, during the night of the action: he particulary mentions his senior lieutenant, whom he strongly recommends to the notice of the commander in chief.

" The numbers of wounded, and the severity of the wounds, have caused Mr. Baird, the surgeon, and Mr. O'Meara, the only assistant on board, very great fatigue. The conduct of Mr. W. H. Gibbons and Mr. J. J. Keeling, master's mates, deserves notice. The conduct of Captain Stevens, of the royal marines, I cannot avoid mentioning; and that of Mr. Crawford, the master, was perfectly to my satisfaction.

" During the whole of this severe action, not a single explosion took place, nor was a man hurt, either through carelessness or accident: both the officers and men, for their steady and cool conduct, deserve every credit.

" I landed a great number of the wounded prisoners in Istria, having sent a flag of truce to the town of Pirano, to request the commandant of that port would send off boats to receive them; which accordingly he did. I have sent the remainder of them from this port by a schooner to Spalatro, in Dalmatia.

"When we commenced the action, the Victorious had only 506 persons actually on board, 60 of whom were on the sick-list, but most of the sick were able to assist in the action. The Rivoli had on board 862 persons at the commencement of the action."

Captain ANDREW's *Report, dated Weasel, Feb. 22.*

"SIR,——In pursuance of your directions this morning at half-past two, ordering me to go ahead and bring the enemy's brigs to action, I have the honour to inform you, that at a quarter-past four a. m. I came up with two French brigs, one within half-pistol-shot, which we immediately engaged, and after an action of forty minutes she blew up, without doing us any damage. I am sorry we have only saved three men from her, and those much bruised and wounded. She proves to have been the French brig Le Mercure of 18 24-pounder carronades, commanded by a lieutenant de vaisseau. During the greater part of this time, the other brig engaged us on our bow, but seeing the fate of her companion, and from the darkness of the morning, and our rigging being much cut, she made her escape. At daylight we observed this brig and another, the first about three miles ahead. At six o'clock made all sail in chase; answered the signal of recall; bore up. At eight o'clock, came across the Rivoli's bows within musket-shot, and gave her a broadside; wore and tacked, as necessary to continue raking her; at nine she fired a gun to leeward, when we ceased firing.

"The whole of the aforementioned service, I am extremely happy to say, was performed without the loss of a man on my part, from the steady, determined, and cool behaviour of every officer and man on board; and I most earnestly request you will be pleased to recommend to the commander in chief, Mr. G. Elliott, my first lieutenant, and every other officer and man on board his Majesty's sloop which I have the honour to command."

RETURN *of* KILLED *and* WOUNDED *on board the Victorious.*

Killed.—T. H. Griffiths, second lieutenant royal marines, and 25 seamen and marines.

Wounded.—J. Talbot, Esq. captain, slightly; R. S. Ashbridge, royal marines, died same day; W. H. Gibbons and G. H. Ayton, master's mates, slightly; H. Balton and J. Ray, midshipmen, and 93 seamen and marines.

On the 16th April, being off Cape Palinuro, Captain J. T. Nicholas of the Pilot, observed nine coasting vessels hauled up on the beach near the town of Palicastro, and thinking it practicable to bring them off, anchored the Pilot close to the shore, and opened a fire to drive away an armed force that was collected for their protection; and nearly at the same moment, a party of seamen and marines were landed, under the command of Lieutenant A. Campbell, assisted by Mr. Langlands, acting-master, and through their gallantry and exertions, above

80 of the civic militia were obliged to retire, and were kept in check by the marines and small-armed men, whilst the vessels were launched, which was fully accomplished in less than four hours, although they were hauled very high up, and had been much stoved by their crews.

On the 9th of May, Captain J. Rowley of the America, in company with the Leviathan, Captain Campbell, and the Eclair, Captain Bellamy, fell in with an enemy's convoy of eighteen sail, which took shelter under the town and batteries of Languillia; and thinking it practicable to bring them out or destroy them by getting possession of the batteries, the marines of both ships were landed, under the direction of Captain Rea of the America, on the following morning, to effect it. A party, under Captain Owen of the royal marines of the Leviathan, was detached to carry a battery of five 24 and 18-pounders to the eastward, which was performed in a very spirited and judicious manner, the French officer who commanded falling in the attack. The main body, in the mean time, rapidly advanced through a severe fire of grape, and carried the battery adjoining the town, of four 24-pounders and a mortar, though protected by a strong body of the enemy posted in a wood and in several contiguous buildings, upon the latter of which the guns were immediately turned with much effect. The boats now proceeded to bring out the vessels, sixteen of which were towed out, one burnt, and the other bulged: the whole were deeply laden with several valuable articles. The whole of the officers and men employed on this occasion, including Captains Rea and Owen, and Lieutenants Neame, Cook, Cardon, and Hill of the marines, with Lieutenants Richardson, Molesworth, Moode, Dobbs, and Hambly, employed in the boats, as well as Captain Bellamy, who covered the boats during their operations, evinced the greatest coolness and courage, which was particularly animating to those around them. On the landing of the party, the America's yawl was sunk by a chance shot, and before assistance could be given, ten marines and one seaman were drowned: there were likewise four killed and twenty-one wounded.

On the 14th of May, Captain C. Napier of the Thames, in company with the Pilot, Captain J. T. Nicholas, attacked the port of Sapri, defended by a strong tower and battery. Twenty-eight large vessels, laden with oil, were on the beach, all of which were brought out, without any loss.

A convoy of eighteen sail of square and latine-rigged vessels having assembled at Languillia and Allassia, Captain P. Campbell of the Leviathan, having under his orders the Imperieuse, Curaçoa, and Eclair, conceived his force sufficient to attack both places, either to destroy or bring the vessels out. Accordingly, on the morning of the 27th June, about an hour before daybreak, the marines were landed between the towns, under the command of Captain Owen (royal marines), covered by the Eclair. They had hardly formed on the beach before they were attacked by treble their number; but nothing could withstand our brave fellows; they dashed at them with the bayonet, and drove them from the batteries (one of

five guns, the other of four and a mortar,) into the towns, killing a great many (upwards of twenty being counted, besides two officers), and taking fourteen prisoners, all Frenchmen. After spiking the guns and destroying the carriages, they were embarked; but though the ships were anchored within less than musket-shot of the towns, and the Eclair on her sweeps, going where she could be of most effect, and the launches and other boats with carronades keeping up a heavy fire, they could not effectively drive the enemy from the houses, to enable our boats to take the vessels off, which were made fast in all manner of ways, with sails unbent, rudders unshipped, &c. without risk of great loss; they were, therefore, destroyed by the guns.

A LIST *of the* KILLED *and* WOUNDED *in an Attack on the Eenemy's Convoy assembled at Languillia and Allassia, June* 27.

Leviathan.—1 Seaman and 1 marine killed; 2 seamen and 9 marines severely, and 1 midshipman and 5 marines slightly wounded.

Curaçoa.—3 Marines killed, and 3 marines wounded.

Imperieuse.—1 Seaman and 3 marines killed; Lieutenant Walpole, 1 seaman, and 9 marines wounded.

In the beginning of August, three French privateers were blockaded at Biendom, near Alicant, by the Minstrel and Philomel sloops of war: they were covered by a castle with 24 guns; and for still further security, two of them had been hauled ashore, and a battery formed with six of their guns, and manned by their crews, erected on the beach. Under these circumstances, the sloops could do no more than prevent their escape, and a boat was sent from one or the other of them every night to row guard near the shore. On the 12th August, a boat with a midshipman* and seven men was sent from the Minstrel for this purpose. The officer had considered, that if he could take the battery on the beach, he might capture and bring out the privateers, which still continued afloat. With this view he had questioned all the Spaniards who had come off in boats from the town, and they all agreed in the relation, that the French had retreated, leaving only 30 men in the battery and 20 in the castle. This information, however, proved totally false. Greatly as their force, even on this intelligence, exceeded his own, the midshipman computed the tried courage and steadiness of his few men against the numbers of the enemy, and resolved on the attempt. They landed at half-past nine, three miles westward of the town. The moment they began to advance, they were challenged by a French sentinel: the midshipman answered in Spanish, that they were peasants; and they continued to advance till they reached the battery on the beach, which they attacked without hesitation, and after a long struggle, they drove from it 80 Genoese, the crews of the privateers. They were only a

* Mr. Michael Dwyer. He was a lieutenant at the time, but the knowledge of his promotion to that rank not having reached him, he was still serving as midshipman.

few minutes in possession before the battery was closely surrounded by 200 French soldiers, against whom they defended themselves till one man was killed and two severely wounded, one of whom was the midshipman; and even then, how little intention they entertained of surrendering may be collected from the following anecdote: The man who had been wounded by a shot in the head, which destroyed his right eye, on recovering from his stupefaction, deliberately took his handkerchief from his neck, and binding it over the wound, said, "Though I have lost one eye, I have still one left, and I'll fight till I lose that too." He then expressed his hope to the midshipman, that he would never surrender. But their ammunition was now exhausted, and the French, emboldened by the cessation of their fire, rushed upon them with their bayonets: the midshipman was too weak, from the loss of blood, to sustain a fight hand to hand; he and his few men were borne down by numbers, and the enemy were soon in unresisted possession of the battery. In this assault, the midshipman, already dangerously wounded by a shot through the shoulder, was stabbed in seventeen places with bayonets, and all the men but one most severely wounded. The admiration of the enemy at the invincible courage of this little band was without measure. The treatment they experienced from Capt. Foubere of the 117th regt. of voltigeurs, was rather like that of grateful men to benefactors who have suffered for them, than of enemies to enemies who have fallen into their power. When they were conveyed to the head-quarters of General Goudin, who commanded the division on the coast, the same benevolence and solicitude, in acknowledgment of their bravery, were shewn to them by that general and his suite. It was forgotten, in this instance, that men taken in war are prisoners: permission was given them to return to their ship, and General Goudin sent an invitation, which was accepted with as much confidence as it was made with candour, to Captain Peyton of the Minstrel, to visit him on shore, that he might in person restore them, and congratulate him in having such brave men under his command. Captain Peyton dined with General Goudin, and remained with him several hours.

Captain Hoste of the Bacchante, having received information that several vessels were laden with ship-timber for the Venetian government, at port Lerna, on the coast of Istria, despatched the boats of the ship (on the 31st August), under the direction of Lieutenant O'Brien, to bring them out; which he effectually completed, though they were lying under the protection of a French zebec of three guns, and two French gun-boats; the whole of which, with their convoy of seven vessels, were the fruits of this attack. Lieutenant O'Brien was most nobly seconded by Lieutenant Gostling, third lieutenant, and Lieutenant Haig of the royal marines, to whose promptitude and determined conduct is chiefly to be attributed the termination of the contest without any loss.

Captain Hoste continued cruising along the enemy's coast, and on the 18th September discovered another convoy of the enemy between Tremite and Vasto;

calm and baffling winds prevented his closing with the ship, he therefore again despatched the boats, under his brave and intrepid first lieutenant, to intercept them. On the approach of the boats, the enemy anchored the merchant-vessels and hauled them aground, leaving eight armed vessels outside to protect them, who took up an excellent position for that purpose. The crews of the enemy quitted their vessels, and lined a thick wood astern of them, well adapted to their defence and bush-fighting, and which completely commanded the coast. In this situation they awaited the advance of the boats, which were led to the attack by Lieutenant O'Brien with his accustomed gallantry, pushing through a heavy fire of grape and musketry; they carried every thing before them, boarding and driving the enemy from their vessels in every direction: the marines at the same time landing, forced them from their position in the wood, leaving the convoy in the possession of the assailants, consisting of 26 vessels, chiefly laden with oil and almonds from Barri, bound to Venice. To heighten the importance of the capture, there were only two seamen wounded, and those not dangerously. Lieutenant O'Brien on this occasion was accompanied by his friend and companion in arms Lieutenant Haig of the royal marines, who, as well as Lieutenant Hood, second of the Bacchante, displayed a rare instance of coolness and courage.

Captain C. Rowley of the Eagle, having anchored on the 16th September off Cape Maestro, directed the first lieutenant, A. Cannon, to lie off the cape with the three barges, to intercept the enemy's coasting trade; and weighed the following day and anchored off the Po, where he was joined by the barges, with two gun-boats and fifteen vessels laden with oil, each carrying a 6 or 8-pounder. In the execution of this service, Lieutenant Cannon was mortally wounded, two men killed and three wounded. On Lieutenant Cannon's being wounded, the command devolved upon Lieutenant Festing, who continued the attack with great spirit, and brought the captured vessels out with the utmost skill and intrepidity.

Captain J. S. Peyton of the Minstrel, having received information, that the enemy had six vessels laden with shells at Valencia for Penescola, on the 29th September despatched the boats of that ship under Lieutenant George Thomas, either to bring them out or destroy them: they were moored head and stern to the shore, between two batteries of 2 24-pounders and two mortars, their sails unbent and rudders unshipped, with a strong garrison in the Grao: notwithstanding these unfavourable circumstances, four of them were brought out; a fifth was in their possession, but the wind having shifted round to the S. E. with a heavy squall, she grounded, and was re-captured, with the three men who were put on board of her. The bravery evinced by the officers and men employed was very conspicuous, and could not fail of being crowned with success.

AMERICA.

Copy of a Letter from Captain J. R. Dacres *to Vice-Admiral* Sawyer, *dated Boston, Sept.* 7.

" Sir,——I am sorry to inform you of the capture of H. M. late ship Guerriere, by the American frigate Constitution, after a severe action, on the 19th August, in lat. 40 deg. 20 min. N. and long. 55 deg. W. At two p. m. being by the wind on the starboard tack, we saw a sail on our weather beam, bearing down on us. At three, made her out to be a man of war; beat to quarters, and prepared for action. At four, she closing fast, we wore to prevent her raking us. At ten minutes past four, hoisted our colours, and fired several shot at her; at twenty minutes past four, she hoisted her colours, and returned our fire; wore several times to avoid being raked, exchanging broadsides. At five, she closed on our starboard beam, both keeping up a heavy fire, and steering free, his intention being evidently to cross our bow. At twenty minutes past five, our mizen-mast went over the starboard quarter, and brought the ship up in the wind; the enemy then placed himself on our larboard bow, raking us, a few only of our bow-guns bearing, and his grape and rifle-men sweeping our deck. At forty minutes past five, the ship not answering the helm, he attempted to lay us on board: at this time Mr. Grant, who commanded the forecastle, was carried below, badly wounded. I immediately ordered the marines and boarders from the main-deck: the master was at this time shot through the knee, and I received a severe wound in the back. Lieutenant Kent was leading on the boarders, when the ship coming-to, we brought some of our bow guns to bear on her, and had got clear of our opponent, when at twenty minutes past six, our fore and main-masts went over the side, leaving the ship a perfectly unmanageable wreck. The frigate shooting ahead, I was in hopes to clear the wreck, and get the ship under command to renew the action, but just as we had cleared the wreck, our sprit-sail-yard went, and the enemy having rove new braces, &c. wore round within pistol-shot to rake us: the ship lying in the trough of the sea, and rolling her main-deck guns under water, and all attempts to get her before the wind being fruitless; when calling my few remaining officers together, as they were all of opinion, that any further resistance would only be a needless waste of lives, I ordered, though reluctantly, the colours to be struck.

" The loss of the ship is to be ascribed to the early fall of the mizen-mast, which enabled our opponent to choose his position.

" I am sorry to say, we suffered severely in killed and wounded, and mostly while she lay on our bow, from her grape and musketry; in all 15 killed, and 63 wounded, many of them severely: none of the wounded officers quitted the deck till the firing ceased.

"The frigate proved to be the United States' ship Constitution, of 30 24-pound-

ers on her main-deck, and 24 32-pounders and 2 18-pounders on her upper-deck, and 476 men. Her loss, in comparison with ours, is trifling, about 20: the first lieutenant of marines and 8 killed; the first lieutenant and master of the ship, and 11 men wounded: her lower masts badly wounded, and stern much shattered, and very much cut up about the rigging.

"The Guerriere was so cut up, that all attempts to get her in would have been useless. As soon as the wounded were got out of her, they set her on fire; and I feel it my duty to state, that the conduct of Captain Hull and his officers to our men has been that of a brave enemy, the greatest care being taken to prevent our men losing the smallest trifle, and the greatest attention being paid to the wounded, who, through the attention and skill of Mr. Irvine, surgeon, I hope will do well.

"I hope, though success has not crowned our efforts, you will not think it presumptuous in me to say, that the greatest credit is due to the officers and ship's company for their exertions, particularly when exposed to the heavy raking fire of the enemy. I feel particularly obliged for the exertions of Lieutenant Kent, who, though wounded early by a splinter, continued to assist me; in the second lieutenant the service has suffered a severe loss; Mr. Scott, the master, though wounded, was particularly attentive, and used every exertion in clearing the wreck, as did the warrant officers, Lieutenant Nicholl of the royal marines, and his party, who supported the honourable character of their corps, and they suffered severely. I must recommend Mr. Snow, master's mate, who commanded the fore-mast main-deck guns in the absence of Lieutenant Pullman, and the whole after the fall of Lieutenant Ready, to your protection, he having received a severe contusion from a splinter. I must point out Mr. Garby, acting-purser, to your notice, who volunteered his services on deck, and commanded the after-quarter-deck guns, and was particularly active, as well as Mr. Bannister, midshipman.

"I hope, in considering the circumstances, you will think the ship intrusted to my charge was properly defended; the unfortunate loss of our masts, the absence of the third lieutenant, second lieutenant of marines, three midshipmen, and 24 men, considerably weakened our crew, and we only mustered at quarters 244 men and 19 boys on coming into action: the enemy had greatly the advantage from his marines and riflemen when close, and his superior sailing enabled him to choose his distance. I inclose herewith a list of killed and wounded on board the Guerriere."

A List *of* KILLED *and* WOUNDED.

Killed.—Lieutenant Ready and 14 men.

Wounded.—Captain J. R. Dacres, severely; Lieutenant B. Kent, slightly; R. Scott, master, severely; S. Grant, master's mate, slightly; W. J. Snow, master's mate, contusion; J. Enslie, midshipman, slightly; and 57 men.

Captain Whinyates of the Frolic brig, having been appointed to convoy the homeward-bound trade from the bay of Honduras, was proceeding on his voyage, when, on the night of the 17th October, they were overtaken by a most violent gale of wind, in which the Frolic carried away her main-yard, lost her top-sails, and sprung her main-top-mast. On the following morning, whilst repairing damages, and re-assembling the scattered ships, a suspicious sail hove in sight (which proved to be the American sloop Wasp), and gave chase to the convoy, which continued their voyage before the wind under all sail; the Frolic dropped astern, and hoisted Spanish colours. About ten o'clock, both vessels being within hail, Captain Whinyates hauled to the wind, and the action began. The superior force of the Frolic gave every reason to expect a speedy termination in her favour, but an unlucky shot having carried away the gaff head-braces, and there being no sail on the main-mast, she became totally unmanageable, when the enemy shot up in a raking position, without receiving a shot in return: at length the enemy boarded and made himself master of the brig, every individual officer being killed or wounded, and only twenty men remaining unhurt. Mr. C. Ray, first lieutenant, and Mr. Stephens, the master, soon after died of their wounds.

The Wasp was captured and the Frolic retaken the same day, by the Poictiers, Captain J. P. Beresford.

Copy of a Letter from Captain J. S. Carden *to* J. W. Croker, *Esq. dated American Ship United States, at Sea, Oct.* 28.

"It is with the deepest regret I have to acquaint you, for the information of my Lords Commissioners of the Admiralty, that his Majesty's late ship Macedonian was captured on the 25th inst. by the United States' ship United States, Commodore Decatur commander: the detail is as follows:

"A short time after daylight, steering N. W. by W. with the wind from the southward, in lat. 29 deg. N. and long 29 deg. 30 min. W. in the execution of their lordships' orders, a sail was seen on the lee beam, which I immediately stood for, and made her out to be a large frigate under American colours. At nine o'clock I closed with her, and she commenced the action, which we returned; but from the enemy's keeping two points off the wind, I was not enabled to get as close to her as I could have wished. After an hour's action, the enemy backed and came to the wind, and I was then enabled to bring her to close battle: in this situation I soon found the enemy's force too superior to expect success, unless some very fortunate chance occurred in our favour, and with this hope I continued the battle to two hours and ten minutes; when, having the mizen-mast shot away by the board, top-masts shot away by the cap, main-yard shot in pieces, lower masts badly wounded, lower rigging all cut in pieces, a small portion only of the fore-sail left to the fore-yard, all the guns on the quarter-deck and forecastle disabled but two, and filled with wreck, two also on the main-deck disabled, and several

shot between wind and water, a very great proportion of the crew killed and wounded, and the enemy comparatively in good order, who had now shot ahead, and was about to place himself in a raking position, without our being enabled to return the fire, being a perfect wreck and unmanageable log; I deemed it prudent, though a painful extremity, to surrender his Majesty's ship: nor was this dreadful alternative resorted to until every hope of success was removed, even beyond the reach of chance, nor till, I trust, their lordships will be aware every effort had been made against the enemy by my brave officers and men; nor should she have been surrendered whilst a man lived on board, had she been manageable. I am sorry to say our loss has been severe: I find by this day's muster, 36 killed, three of whom lingered a short time after the battle; 36 severely wounded, many of whom cannot recover; and 32 slightly wounded, who may all do well: total, 104.

"The truly noble and animating conduct of my officers, and the steady bravery of my crew, to the last moment of the battle, must ever render them dear to their country.

"My first lieutenant, David Hope, was severely wounded in the head towards the close of the battle, and taken below, but was soon again on deck, displaying that greatness of mind and exertion, which, though it may be equalled, can never be excelled. The third lieutenant, John Bulford, was also wounded, but not obliged to quit his quarters; Second Lieutenant Samuel Motley and he deserve my highest acknowledgments. The cool and steady conduct of Mr. Walker, the master, was very great during the battle; as also that of Lieutenants Wilson and Magill of the marines.

"On being taken on board the enemy's ship, I ceased to wonder at the result of the battle. The United States is built with the scantling of a 74-gun ship, mounting 30 long 24-pounders (English ship-guns) on her main-deck, and 22 42-pounder carronades, with 2 long 24-pounders on her quarter-deck and forecastle, howitzer-guns in her tops, and a travelling carronade on her upper-deck, with a complement of 478 picked men.

"The enemy has suffered much in her masts, rigging, and hull, above and below water: her loss in killed and wounded I am not aware of, but I know that a lieutenant and six men have been thrown overboard."

SOUTH AMERICA.

Copy of a Letter from Lieutenant CHADS, *dated Dec.* 31.

"SIR,——It is with deep regret that I write you, for the information of the Lords Commissioners of Admiralty, that his Majesty's ship Java is no more, after sustaining an action on the 29th inst. for several hours with the American frigate Constitution, which resulted in the capture and ultimate destruction of his Majesty's

ship. Captain Lambert being dangerously wounded in the height of the action, the melancholy task of writing the detail devolves upon me.

"On the morning of the 29th instant, at eight a. m. off St. Salvador, coast of Brazil, the wind at N. E. we perceived a strange sail: made all sail in chase, and soon made her out to be a large frigate. At noon prepared for action, the chase not answering our private signals, and tacking towards us under easy sail: when about four miles distant, she made a signal, and immediately tacked, and made all sail away upon the wind. We soon found we had the advantage of her in sailing, and came up with her fast, when she hoisted American colours: she then bore about three points on our lee bow. At fifty minutes past one p.m. the enemy shortened sail, upon which we bore down upon her. At ten minutes past two, when about half a mile distant, she opened her fire, giving us her larboard broadside, which was not returned until we were close on her weather bow. Both ships now manœuvred to obtain advantageous positions, our opponent evidently avoiding close action, and firing high to disable our masts, in which he succeeded too well, having shot away the head of our bowsprit, with the jib-boom, and our running rigging was so much cut as to prevent our preserving the weather-gauge.

"At five minutes past three, finding the enemy's raking fire extremely heavy, Captain Lambert ordered the ship to be laid on board, in which we should have succeeded had not our fore-mast been shot away at this moment, the remains of our bowsprit passing over his tafferel: shortly after this the main-top-mast went, leaving the ship totally unmanageable, with most of our starboard guns rendered useless, from the wreck lying over them.

"At half-past three our gallant captain received a dangerous wound in the breast, and was carried below. From this time we could not fire above two or three guns until a quarter-past four, when our mizen-mast was shot away; the ship then fell off a little, and brought many of our starboard guns to bear: the enemy's rigging was so much cut, that she could not now avoid shooting ahead, which brought us fairly broadside and broadside. Our main-yard now went in the slings. Both ships continued engaged in this manner till thirty-five minutes past four, we frequently on fire, in consequence of the wreck lying on the side engaged.

"Our opponent now made sail ahead out of gun-shot, where he remained an hour repairing his damages, leaving us an unmanageable wreck, with only the main-mast left, and that tottering. Every exertion was made by us during this interval to place the ship in a state to renew the action. We succeeded in clearing the wreck of our masts from our guns; a sail was set on the stumps of the fore-mast and bowsprit, the weather-half of the main-yard remaining aloft; the main-tack was got forward, in the hope of getting the ship before the wind, our helm being still perfect: this effort unfortunately proved ineffectual, from the main-mast falling over the side, from the heavy rolling of the ship, which nearly covered the whole of our starboard guns. We still waited the attack of the ene-

my, he now standing towards us for that purpose: on his coming nearly within hail of us, and from his manœuvres perceiving he intended a position ahead, where he could rake us, without a possibility of our returning a shot, I then consulted the officers, who agreed with myself, that our having a great part of our crew killed and wounded, our bowsprit and three masts gone, and several guns useless, we should not be justified in wasting the lives of more of those remaining, who I hope their lordships and the country will think have bravely defended his Majesty's ship: under these circumstances, however reluctantly, at fifty minutes past five our colours were lowered from the stump of the mizen-mast, and we were taken possession of, a little after six, by the American frigate Constitution, commanded by Commodore Bainbridge; who, immediately after ascertaining the state of the ship, resolved on burning her, which we had the satisfaction of seeing done as soon as the wounded were removed. Annexed I send you a return of the killed and wounded, and it is with pain I perceive it so numerous; also a statement of the comparative force of the two ships, when I hope their lordships will not think the British flag tarnished, although success has not attended us.

"It would be presumption in me to speak of Captain Lambert's merits, who, though still in danger from his wound, we entertain the greatest hopes will be restored to the service and his country.

"It is most gratifying to my feelings to notice the gallantry of every officer, seaman, and marine on board: in justice to the officers, I beg leave to mention them individually. I can never speak too highly of the able exertions of Lieutenants Stevingham and Buchanan, and also Mr. Robinson, master, who was severely wounded; and Lieutenants Mercer and Davis of the royal marines, the latter of whom was also severely wounded. To Captain J. Marshall, R. N. who was a passenger, I am particularly obliged for his exertions and advice throughout the action. To Lieutenant Alpin, who was on the main-deck, and Lieutenant Saunders, who commanded on the forecastle, I also return my thanks. I cannot but notice the good conduct of the mates and midshipmen, many of whom are killed, and the greater part wounded. To Mr. T. C. Jones, surgeon, and his assistants, every praise is due for their unwearied assiduity in the care of the wounded. Lieutenant-General Hislop, Major Walker, and Captain Wood of his staff, the latter of whom was severely wounded, were solicitous to assist and remain on the quarter-deck. I cannot conclude this letter without expressing my grateful acknowledgments thus publicly for the generous treatment Captain Lambert and his officers have experienced from our gallant enemy, Commodore Bainbridge and his officers."

"P. S. The Constitution has suffered severely both in her rigging and men, having her fore and mizen-masts, main-top-mast, both main-topsail-yards, spanker-boom, gaff, and trysail-mast badly shot, and the greatest part of the standing rigging very much damaged; with 10 men killed; the commodore, fifth lieutenant, and 46 men wounded, four of whom are since dead."

FORCE *of the two Ships.*

JAVA.	CONSTITUTION.
28 long 18-pounders.	32 long 24-pounders.
16 carronades, 32-pounders.	22 carronades, 32-pounders.
2 long 9-pounders.	1 carronade, 18-pounder.
46 guns.	55 guns.
Weight of metal, 1034 lbs. Crew, 377.	Weight of metal, 1490 lbs. Crew, 480.

KILLED *and* WOUNDED *on board the Java.*

22 Killed: 100 wounded, including Captain H. Lambert (since dead); Lieutenant Chads; Captain J. Marshall, supernumerary; J. T. Wood, ditto, captain and aide-de-camp to General Hislop; Lieutenant J. Saunders, ditto; and D. Davis, royal marines.

An ACCOUNT *of* MONIES *received from the Exchequer for Naval Services, between Jan. 5, 1812, and Jan. 5, 1813.*

	£.	s.	d.
Wages to officers and seamen	2,976,000	0	0
Half-pay to officers and bounty to chaplains	332,000	0	0
Wages to dock and rope-yards	1,264,000	0	0
GENERAL SERVICES.			
Bills of exchange, imprests, salaries, pensions, marines, &c.	1,628,000	0	0
Building of ships, purchase of stores of every description, repairing ships, purchase of ships taken from the enemy, head-money, &c.	4,805,529	2	5
VICTUALLING.			
Provisions and all sorts of victualling stores	4,371,434	2	9
Widows' pensions	43,747	6	9
Bills of exchange	950,000	0	0
Necessary money, extra ditto, and contingencies	337,000	0	0
TRANSPORTS.			
Freight of transports, maintenance of prisoners of war, and expense of sick and wounded seamen	3,358,628	15	1
Bills of exchange	434,000	0	0
	20,500,339	7	0

PROMOTIONS *for* 1812.

To be Admirals of the Blue.

E. T. Smith, Esq. . 12 Aug. T. M. Russell, Esq. 12 Aug. Sir H. E. Stanhope, Bt. 12 Aug.
Sir T. Graves, K. B. ditto Sir H. Trollope, Kt. ditto

To be Vice-Admirals of the Blue.

R. D. Fancourt, Esq. 12 Aug. T. R. Shivers, Esq. 12 Aug. J. Dilkes, Esq. . . 12 Aug.
Sir E. Buller, Bart. ditto F. Pickmore, Esq. . ditto W. Lechmere, Esq. ditto
Hon. R. Stopford . ditto J. S. Hall, Esq. . . ditto T. Foley, Esq. . . ditto
M. Robinson, Esq. ditto

To be Rear-Admirals of the Blue.

W. J. Hope, Esq. . 12 Aug. R. Barton, Esq. . 12 Aug. E. Griffith, Esq. . 12 Aug.
Lord H. Paulet . . ditto G. Moore, Esq. . . ditto E. J. Foote, Esq. . ditto
C. W. Paterson, Esq. ditto M. H. Scott, Esq. . ditto R. Lee, Esq. . . . ditto
G. Cockburn, Esq. ditto J. Hanwell, Esq. . ditto W. Pierrepoint, Esq. ditto
T. Surridge, Esq. . ditto H. W. Bayntun, Esq. ditto P. Halkett, Esq. . ditto
S. H. Linzee, Esq. . ditto Hon. F. F. Gardner ditto W. Bedford, Esq. . ditto
J. Carpenter, Esq. ditto Sir R. King, Bart. . ditto

To be Captains.

G. Price . . . . 7 Jan. C. Campbell . . . 28 Feb. A. Mott . . . . 12 Aug.
J. S. Tetley . . . ditto C. T. Smith . . . ditto J. Gifford . . . . ditto
G. Acklom . . . 8 Jan. C. Sotheby . . . ditto T. Clinch . . . . ditto
B. Reynolds . . . 22 Jan. J. Symes . . . . 21 Mar. G. Le Geyt . . . ditto
G. Morris . . . . 1 Feb. Hon. W. H. Percy . ditto B. S. Bluett . . . ditto
J. Green . . . . ditto B. Harvey . . . 31 Mar. H. G. Morris . . ditto
J. Anderson . . . ditto A. R. Mackenzie . 9 May S. Chambers . . ditto
W. Shepeard . . ditto J. Pringle . . . 1 June W. Autridge . . . ditto
J. Tancock . . . ditto R. P. Davies . . . 19 June E. A. Down . . . ditto
Hon. G. A. Crofton ditto G. Wyndham . . 3 July T. Whinyates . . ditto
J. P. Stewart . . ditto H. Weir . . . . 22 July W. Hellard . . . ditto
R. Maunsell . . . 7 Feb. W. Stewart . . . 23 July J. Thompson (2) . ditto
C. Bell . . . . ditto A. W. J. Clifford . ditto A. Atchison . . . ditto
R. Spencer . . . ditto S. Leslie . . . . 31 July G. Moubray . . . ditto
V. F. Hatton . . ditto H. J. Peachey . . 7 Aug. A. Cunningham . ditto
A. B. Bingham . . ditto Hon. V. Gardner . 10 Aug. J. L. Manley . . 29 Aug.
T. New . . . . 27 Feb. J. Eveleigh . . . 11 Aug. J. W. Andrew . . 26 Sept.
H. Barwell . . . ditto E. Ellicott . . . 12 Aug. J. R. Rowley . . 30 Sept.
J. Stevenson (2) . ditto A. Milner . . . ditto J. Griffiths . . . 13 Oct.
E. S. P. Knox . . 28 Feb. J. Barker . . . . ditto H. Steuart . . . 20 Nov.
Hon. G. Douglas . ditto P. Rye . . . . ditto J. Aberdour . . . 2 Dec.
Lord Balgonie . . ditto J. Veitch . . . . ditto W. Robilliard . . 14 Dec.

To be Commanders.

A. Stow . . . . 7 Jan. J. Christian . . . 1 Feb. A. Green . . . . 1 Feb.
E. Wrottesley . . ditto H. F. Jauncey . . ditto T. Dutton . . . ditto
C. Hewitt . . . 1 Feb. R. Ramsay . . . ditto E. Benge . . . . ditto

G. Fitzmaurice . .	1 Feb.	G. Truscott . . .	21 Mar.	W. Shippard . . .	12 Aug.
C. Walker . . .	ditto	D. E. Bartholomew	ditto	W. Bennett . . .	ditto
R. H. Rogers . .	ditto	F. W. Rooke . .	ditto	E. Hall	ditto
G. Greensill . . .	ditto	W. P. Roberts . .	ditto	R. Burton . . .	ditto
J. Ross	ditto	R. Wauchope . .	ditto	A. F. Westropp .	ditto
G. T. Scobell . .	ditto	E. Lyons	ditto	J. Noyce	ditto
R. Riddell . . .	ditto	T. B. Clowes . .	23 Mar.	J. Creighton . . .	ditto
P. Brett	ditto	G. Scott	24 Mar.	J. Shepherd . . .	ditto
H. Forbes . . .	ditto	C. Sullivan . . .	ditto	R. Mainwaring . .	13 Aug.
W. Style	ditto	J. Price	28 Apr.	G. Brine	ditto
J. Battray . . .	ditto	A. M'Meekan . .	7 May	W. S. Badcock . .	ditto
G. A. Byron . .	ditto	G. Elliott . . .	8 May	C. H. Watson . .	ditto
Hon. K. Somerville	ditto	T. L. Peake . . .	ditto	Sir J. G. Sinclair, Bt.	ditto
G. R. Sartorius . .	ditto	R. Foley	11 May	H. Jenkinson . .	21 Aug.
S. Blacker . . .	ditto	D. Roberts . . .	16 May	G. Kippen . . .	ditto
J. Wemyss . . .	ditto	W. B. Dashwood .	19 May	C. Hole	29 Aug.
C. Tyler	7 Feb.	G. Haye	ditto	A. Wilson . . .	17 Sept.
W. Manners . . .	ditto	J. Marrett . . .	26 May	R. Gambier . . .	30 Sept.
C. T. Thruston . .	ditto	J. Weeks	29 May	C. Phillips . . .	6 Oct.
J. Drury	ditto	J. Banks	ditto	J. Gore (2) . . .	10 Oct.
J. Digby	8 Feb.	J. Keenan . . .	1 June	J. M'Culloch . .	13 Oct.
W. Holman . . .	20 Feb.	Hon. W. J. Napier	ditto	J. Drewitt . . .	ditto
T. Methven . . .	21 Feb.	C. H. Reid . . .	2 June	S. Cobb	15 Oct.
R. Giles	12 Mar.	J. Stirling . . .	19 June	H. Collier . . .	24 Oct.
J. Forbes	17 Mar.	J. Stoddart . . .	3 July	J. Marshall . . .	ditto
R. Creyke . . .	ditto	J. Smith (2) . . .	ditto	J. Meade	4 Nov.
C. Farwell . . .	ditto	W. Buchanan . .	18 July	D. St. Clair . . .	20 Nov.
T. Gallwey . . .	ditto	J. C. G. Roberts .	23 July	J. Brenton . . .	ditto
J. Jekyll	21 Mar.	T. Eyre	25 July	N. C. Dobree . .	ditto
J. Treacy . . .	ditto	T. Warrand . . .	27 July	G. W. Barrette . .	28 Nov.
J. W. Gabriel . .	ditto	C. Hawkey . . .	31 July	J. B. Smith . . .	1 Dec.
R. Rowley . . .	ditto	W. Case	7 Aug.	C. Hobart . . .	2 Dec.
H. J. S. Hargrave .	ditto	W. Bryan . . .	12 Aug.	A. W. Hawkins .	12 Dec.
R. Alcock . . .	ditto	J. Prickett . . .	ditto	E. Saurin	ditto

To be Lieutenants.

T. G. Nicholls . .	2 Jan.	G. M. Monke . .	23 Jan.	J. Cooke (2) . .	5 Feb.
H. M. Freesteen .	ditto	M. Stackpoole . .	ditto	C. Nelson	ditto
R. Potter	ditto	R. Patty	27 Jan.	D. Dent	6 Feb.
T. Renou	ditto	J. Featherstone .	31 Jan.	L. Dennys . . .	ditto
J. Nixon	3 Jan.	J. Athill (2) . . .	ditto	W. Purchas . . .	ditto
C. Moore (1) . .	7 Jan.	G. Blissett . . .	3 Feb.	B. Yeoman . . .	ditto
R. Moriarty . . .	ditto	D. Welch	ditto	J. F. Rowling . .	7 Feb.
G. Tyrrell . . .	9 Jan.	S. Marshall . . .	ditto	J. Hope	ditto
G. Majoribanks .	13 Jan.	P. Brooke . . .	ditto	G. Blurton . . .	ditto
R. M. Cole . . .	17 Jan.	S. Jago	ditto	L. A. Robinson . .	ditto
J. M'Farlane . .	20 Jan.	W. R. Cooley . .	ditto	R. G. Dunlop . .	ditto
F. Bullock . . .	22 Jan.	J. T. Shortland . .	ditto	J. Pitt	ditto

H. Ogilvie . . . 7 Feb.
J. D. Worthy . . ditto
H. Gibbs . . . . ditto
R. Quill . . . . ditto
P. G. Panton . . ditto
H. Croeker . . . ditto
S. C. Stiles . . . ditto
W. Monilaws . . 10 Feb.
F. White . . . . ditto
C. H. Norrington . 11 Feb.
C. Tamm . . . . ditto
J. W. Oldmixon . ditto
J. S. Fletcher . . ditto
R. Jones . . . . ditto
A. Matthews . . . ditto
W. Hotham . . . 12 Feb.
W. Popham . . . 14 Feb.
W. Matthews . . ditto
N. Jago . . . . 18 Feb.
R. S. Harness . . ditto
B. M. Festing . . 19 Feb.
W. Barry . . . . 22 Feb.
J. Norris . . . . ditto
R. Pearce . . . 25 Feb.
E. Smith . . . . 26 Feb.
W. Way . . . . 27 Feb.
W. Holmes . . . ditto
A. Burgh . . . . 28 Feb.
C. Mercier . . . ditto
W. Grove . . . 4 Mar.
T. L. Reid . . . 5 Mar.
J. W. Roberts . . 6 Mar.
T. Holloway . . 10 Mar.
N. King . . . . 12 Mar.
W. Ranwell . . . 21 Mar.
J. Tilley . . . . ditto
J. Stiles . . . . ditto
H. Davis (2) . . . ditto
R. Langdon . . . ditto
A. Gallaway . . . ditto
W. Vine . . . . ditto
P. Boyd . . . . ditto
G. Sullock . . . ditto
J. Dewar . . . . ditto
G. Pierce . . . . ditto
H. Belsey . . . ditto
A. Robertson . . ditto

T. Shepherd . . . 21 Mar.
W. Nowell . . . ditto
J. Campbell (5) . ditto
H. Davis (3) . . ditto
R. Brydges . . . ditto
E. Knapman . . ditto
M. Miller . . . . ditto
J. Wingrave . . . ditto
C. English . . . ditto
H. F. Spence . . ditto
J. T. Tatlock . . ditto
R. N. Kelly . . . ditto
A. Thompson . . ditto
J. Mein . . . . ditto
T. Cull (2) . . . ditto
P. Hodder . . . ditto
J. Rigmaiden . . ditto
E. T. Gill . . . . ditto
G. L. Coates . . . ditto
M. Dwyer . . . ditto
J. Taylor (3) . . ditto
H. James . . . . ditto
R. H. Fuller . . . ditto
W. B. Weekes . . ditto
H. J. Hall . . . ditto
W. Grant . . . . ditto
C. C. Robinson . . ditto
H. Sankey . . . ditto
J. C. Gill . . . . ditto
C. M'Arthur . . . ditto
H. N. Eastwood . ditto
R. Stuart . . . . ditto
W. Pyne . . . . ditto
T. W. Charlton (2) ditto
W. Chrichton . . ditto
R. Nason . . . . ditto
C. Parker . . . ditto
J. R. Whitelocke . ditto
F. Cutler . . . . ditto
W. E. Amiel . . . ditto
T. P. M. Robinson . ditto
C. K. Dow . . . ditto
J. Crooke (2) . . ditto
C. Halford . . . ditto
J. F. Dawson . . ditto
A. Woodward . . ditto
Hon. J. Gordon . . ditto

M. Cowen . . . 21 Mar.
H. Pengelly . . . ditto
A. C. Clugstone . ditto
W. Gordon . . . ditto
J. Clayton . . . ditto
R. Millett . . . ditto
T. Patton . . . . ditto
G. Buchanan . . ditto
C. Dickenson . . ditto
J. W. Dyer . . . 31 Mar.
Lord J. Hay . . . 1 Apr.
H. M. Williams . 4 Apr.
S. Spencer (2) . . 5 Apr.
J. Mackrell . . . 6 Apr.
J. Bulkely . . . 14 Apr.
W. Reynolds . . 16 Apr.
W. W. Little . . 17 Apr.
R. T. Sainthill . . 23 Apr.
J. Theed . . . . 25 Apr.
G. Domett . . . 27 Apr.
J. Wells . . . . 28 Apr.
A. L. Corry . . . ditto
W. J. Scudamore . 30 Apr.
C. Burrard . . . 1 May
G. Green (2) . . 5 May
P. Alston . . . . 8 May
G. Drew . . . . ditto
T. G. J. Dabine . . ditto
W. H. Gibbons . . ditto
R. Loney . . . . ditto
C. B. Stockdale . ditto
J. Dove . . . . ditto
W. Parr . . . . ditto
A. Pelly . . . . ditto
J. M'Killop . . . ditto
J. George . . . ditto
G. Thomas (2) . . ditto
J. Spiller . . . . 10 May
J. J. Keeling . . 13 May
W. P. Bowler . . ditto
P. Reddie . . . ditto
W. G. Thomas . . ditto
R. Otway . . . 14 May
W. Stone (2) . . 16 May
R. Purkis . . . 19 May
G.W. St. J. Mildmay ditto
T. B. Rose . . . 20 May

J. Walkie . . . 20 May
H. P. Lew . . . ditto
R. H. Storck . . . ditto
T. Saunders (2) . . 25 May
W. Trevethick . . 1 June
S. Smyth . . . . 2 June
C. Simeon . . . ditto
D. Ramsey . . . ditto
J. F. Dunderdale . 3 June
C. R. Moorsom . . 6 June
C. Friend . . . . 12 June
J. Furneaux . . . 13 June
T. Densten . . . 15 June
W. D. Dowden . . 16 June
J. Greenway . . . 19 June
W. Woodley . . 25 June
M. Derinzy . . . 30 June
J. Bowerbank . . ditto
C. Grisdale . . . ditto
A. Henry . . . . ditto
J. Lew . . . . . 2 July
S. Price . . . . 3 July
R. Edwards (2) . . 4 July
W. Oldrey . . . 7 July
J. A. Stevens . . ditto
E. F. Hatton . . . 9 July
T. Ritchie . . . . 10 July
W. O. Blount . . ditto
P. White . . . . 16 July
M. Quin . . . . ditto
T. Hodges . . . 18 July
W. West . . . . ditto
J. Bowie . . . . 20 July
F. Wemyss . . . 23 July
R. Langlands . . 24 July
J. Harvey . . . ditto
A. Miller . . . . 27 July
P. P. Bagwell . . ditto
J. Toone . . . . 29 July
T. Fowle . . . . 30 July
W. Salter . . . . 31 July
P. D. H. Hay . . ditto
E. H. Jacob . . . ditto
T. Strover . . . 7 Aug.
J. Mitchell . . . 13 Aug.
G. Home . . . . ditto
W. A. Warre . . ditto

R. Hay . . . . 13 Aug.
C. G. Randolph . 14 Aug.
H. Tucker . . . 17 Aug.
W. S. Stanhope . . ditto
W. Loudon . . . 18 Aug.
G. B. Hutchings . ditto
J. Waldron . . . 20 Aug.
W. Dickson . . . 21 Aug.
J. Poad . . . . 24 Aug.
T. F. Godwin . . 28 Aug.
L. C. Peters . . . 29 Aug.
J. Towne . . . . 17 Sept.
J. Atkinson . . . ditto
J. Vignoles . . . ditto
H. Botcler . . . 18 Sept.
D. Nightingale . . 21 Sept.
W. J. Wade . . . ditto
J. Wood . . . . 23 Sept.
T. Holbrook . . . ditto
R. Snell (2) . . . 26 Sept.
W. Downey . . . 3 Oct.
M. Kent . . . . ditto
W. H. Cooke . . 12 Oct.
R. Farr . . . . ditto
F. W. Ellis . . . 15 Oct.
E. L. Rich . . . ditto
T. Sparks . . . . ditto
S. Orchard . . . ditto
T. C. P. Morton . ditto
W. J. Devonshire . ditto
C. Sterling . . . ditto
T. Young . . . . 20 Oct.
R. Machin . . . 24 Oct.
B. Roberts . . . ditto
J. Sauders . . . 28 Oct.
J. Harvey (2) . . 29 Oct.
H. Love . . . . 3 Nov.
G. Lloyd . . . . ditto
W. N. Jewell . . 6 Nov.
H. B. Woodhouse . 7 Nov.
H. Bagot . . . . 16 Nov.
R. C. Lamb . . . 18 Nov.
E. Callaway . . . 19 Nov.
J. Parkman . . . 20 Nov.
J. Mahoney . . . ditto
T. Scanlan . . . ditto

W. Gilpin . . . 20 Nov.
J. Collas . . . . ditto
R. C. Ross . . . ditto
W. H. Westlake . ditto
G. S. Bourne . . ditto
A. Munro . . . . ditto
J. Kingdom (1) . . ditto
J. Lew . . . . . ditto
H. Davies . . . ditto
G. Bateman . . . ditto
W. Handby . . . ditto
F. Whitehurst . . ditto
R. S. Simmonds . ditto
E. Phillips . . . ditto
Z. Beckham . . . ditto
J. Lapsley . . . ditto
S. Burroughs . . ditto
P. G. Haymes . . ditto
C. Maitland . . . ditto
S. R. Parker . . . ditto
A. Brooking . . . ditto
R. C. M'Crea . . ditto
S. Hill . . . . . ditto
G. Palmer . . . ditto
N. Lock . . . . ditto
J. Kerr . . . . ditto
E. Yowell . . . 21 Nov.
J. Hickman . . . ditto
E. J. Piper . . . ditto
H. Smithwick . . 28 Nov.
R. Carter (2) . . 2 Dec.
E. B. Hicks . . . ditto
W. Muriel . . . 5 Dec.
R. Saumarez . . ditto
T. W. Buller . . 8 Dec.
H. B. Richards . . 12 Dec.
J. Murray (2) . . ditto
P. Wallis . . . . 15 Dec.
G. Sprent . . . 17 Dec.
W. Rumford . . . ditto
W. Smail . . . . ditto
J. B. Joyce . . . 19 Dec.
H. B. Cock . . . 26 Dec.
F. Marryatt . . . ditto
Hon. F. Napier . . 29 Dec.
G. Sloar . . . . 30 Dec.

1813.

AT AND NEAR HOME.

The sessions of parliament commenced on the 30th November, 1812, when his Royal Highness the Prince Regent delivered the following speech from the throne:

"*My Lords and Gentlemen,*

"It is with the deepest concern that I am obliged to announce to you, at the opening of this parliament, the continuance of his Majesty's lamented indisposition, and the diminution of the hopes I have most anxiously entertained of his recovery.

"The situation of public affairs has induced me to take the earliest opportunity of meeting you after the late elections. I am persuaded you will cordially participate in the satisfaction which I derive from the improvement of our prospects during the course of the present year. The valour and intrepidity displayed by his Majesty's forces, and those of his allies, in the Peninsula, on so many occasions during this campaign, and the consummate skill and judgment with which the operations have been conducted by General the Marquis of Wellington, have led to consequences of the utmost importance to the common cause. By transferring the war into the interior of Spain, and by the glorious and ever-memorable victory obtained at Salamanca, he has compelled the enemy to raise the siege of Cadiz, and the southern provinces of that kingdom have been delivered from the power and arms of France; although I cannot but regret, that the efforts of the enemy, combined with a view to one great operation, have rendered it necessary to withdraw from the siege of Burgos, and to evacuate Madrid, for the purpose of concentrating the main body of the allied forces: these efforts of the enemy have, nevertheless, been attended with important sacrifices on their part, which must materially contribute to extend the resources, and facilitate the exertions, of the Spanish nation. I am confident I may rely on your determination to continue to afford every aid in support of a contest which has first given to the continent of Europe the example of persevering and successful resistance to the power of France, and on which not only the independence of the nations of the Peninsula, but the best interests of his Majesty's dominions, essentially depend.

"I have great pleasure in communicating to you, that the relations of peace and friendship have been restored between his Majesty and the courts of St. Petersburg and Stockholm. I have directed copies of the treaties to be laid before you.

"In a contest for his own sovereign rights, and for the independence of his dominions, the Emperor of Russia has had to oppose a large proportion of the

military power of the French government, assisted by its allies, and by the tributary states dependent upon it. The resistance which he has opposed to so formidable a combination cannot fail to excite sentiments of lasting duration. By his own magnanimity and perseverance, by the zeal and disinterestedness of all ranks of his subjects, and by the gallantry, firmness, and intrepidity of his forces, the presumptuous expectations of the enemy have been signally disappointed. The enthusiasm of the Russian nation has increased with the difficulties of the contest, and with the dangers with which they were surrounded. They have submitted to sacrifices of which there are few examples in the history of the world; and I indulge the confident hope, that the determined perseverance of his imperial majesty will be crowned with ultimate success, and that this contest, in its result, will have the effect of establishing, upon a foundation never to be shaken, the security and independence of the Russian empire. The proof of confidence which I have received from his imperial majesty, in the measure which he has adopted of sending his fleet to the ports of this country, is in the highest degree gratifying to me; and his imperial majesty may most fully rely on my fixed determination to afford him the most cordial support in the great cause in which he is engaged.

"I have the satisfaction further to acquaint to you, that I have concluded a treaty with his Sicilian majesty, supplementary to the treaties of 1808 and 1809. As soon as the ratifications shall have been exchanged, I will direct a copy of this treaty to be laid before you. My object has been to provide for the more extensive application of the military force of the Sicilian government to offensive operations; a measure which, combined with the liberal and enlightened principles which happily prevail in the councils of his Sicilian majesty, is calculated, I trust, to augment his power and resources, and at the same time to render them essentially serviceable to the common cause.

"The declaration of war by the government of the United States of America, was made under circumstances which might have afforded a reasonable expectation, that the amicable relations between the two nations would not long be interrupted. It is with sincere regret that I am obliged to acquaint you, that the conduct and pretensions of that government have hitherto prevented the conclusion of any pacific arrangement. Their measures of hostility have been principally directed against the adjoining British provinces, and every effort has been made to seduce the inhabitants of them from their allegiance to his Majesty. The proofs, however, which I have received of loyalty and attachment from his Majesty's subjects in North America, are highly satisfactory.

"The attempts of the enemy to invade Upper Canada have not only proved abortive, but by the judicious arrangements of the governor-general, and by the skill and decision with which the military operations have been conducted, the forces of the enemy assembled for that purpose, in one quarter have been com-

pelled to capitulate, and in another have been completely defeated. My best efforts are not wanting for the restoration of the relations of peace and amity between the two countries; but until this object can be obtained without sacrificing the maritime rights of Great Britain, I shall rely upon your cordial support in a vigorous prosecution of the war.

"*Gentlemen of the House of Commons,*

"I have directed the estimates for the service of the ensuing year to be laid before you; and I entertain no doubt of your readiness to furnish such supplies as well enable me to provide for the great interests committed to my charge, and afford the best prospect of bringing the contest in which his Majesty is engaged to a successful termination."

His Royal Highness then concluded his speech by calling the attention of parliament to the expiration of the charter of the East India Company, and other measures of a local description.

FLAG-OFFICERS EMPLOYED.

Officers.	Ships.	Guns.	Stations.
Admiral Lord Keith	Queen Charlotte .	110	Channel.
Rear-Admiral Sir H. B. Neale	Boyne	98	Ditto.
Rear-Admiral P. C. Durham	Bulwark . . .	74	Ditto.
Admiral Sir R. Calder, Bart.	Salvador del Mundo	112	Plymouth.
Rear-Admiral T. B. Martin	Prince Frederic .	64	Ditto.
Admiral Sir R. Bickerton	Royal William .	80	Portsmouth.
Rear-Admiral W. Hargood	Gladiator . . .	98	Ditto.
Admiral W. Young	Impregnable . .	98	North Sea.
Rear-Admiral W. Bedford	———	—	Ditto.
Rear-Admiral J. Ferrier	Scarborough . .	74	Ditto.
Rear-Admiral M. H. Scott	Chatham . . .	74	Ditto.
Vice-Admiral Sir T. Foley	Monmouth . .	74	Downs.
Vice-Admiral G. Hope	Defiance . . .	74	Baltic.
Rear-Admiral J. Morris	Vigo	74	Ditto.
Rear-Admiral G. Moore	———	—	Ditto.
Vice-Admiral Sir E. Pellew	Caledonia . . .	120	Mediterranean.
Rear-Admiral J. Pellew	———	—	Ditto.
Vice-Admiral Sir W. S. Smith	Hibernia . . .	110	Ditto.
Vice-Admiral F. Pickmore	Gorgon	44	Ditto.
Rear-Admiral B. Hallowell	Malta	80	Ditto.
Rear-Admiral E. T. Foote	———	—	Ditto.
Rear-Admiral J. Laugharne	Trident . . .	64	Malta.
Admiral Sir J. B. Warren	San Domingo . .	74	North America.
Vice-Admiral Sir E. Nagle	Antelope . . .	50	Newfoundland.

Officers.	Ships.	Guns.	Stations.
Vice-Admiral Sir R. G. Keats	Bellerophon . .	74	Newfoundland.
Rear-Admiral G. Cockburn	Marlborough . .	74	Halifax.
Vice-Admiral C. Stirling	———	—	Jamaica.
Vice-Admiral Sir F. Laforey	Grampus . . .	50	Leeward Islands.
Vice-Admiral M. Dixon	Montagu . . .	74	Brazils.
Vice-Admiral Sir S. Hood	Illustrious . . .	74	East Indies.
Rear-Admiral C. Tyler	Lion	64	Cape of Good Hope
Vice-Admiral G. Martin	Impetueux . .	74	Lisbon.
Rear-Admiral W. H. Linzee	San Juan . . .	74	Cadiz & Gibraltar.
Vice-Admiral E. Thornborough	Trent	36	Cork.
Vice-Admiral R. Murray	Solebay . . .	32	Yarmouth.
Vice-Admiral W. A. Otway	Adamant . . .	50	Leith.
Rear-Admiral W. Brown	Ulysses . . .	44	Guernsey.
Rear-Admiral Sir T. Williams	Namur	74	Sheerness.
Rear-Admiral Sir C. Hamilton	Thisbe	28	Thames.
Rear-Admiral J. Surridge	Ceres	32	Chatham.
Rear-Admiral T. F. Freemantle	Milford . . .	74	Sicily.
Rear-Admiral Lord A. Beauclerk	Royal Oak . .	74	Sealed orders.

On the 17th of April, Captain N. De Courcy, commander of the Mutine, captured, after a gallant and well-contested action, the Invincible privateer, pierced for 20 guns, mounting 16, viz. 12 18-pound carronades and 4 long 6's, with a complement of 86 men.

Extract of a Letter from Captain MAPLES *to Vice-Admiral* THORNBOROUGH, *dated Pelican, Aug.* 14.

"I have the honour to inform you, that in obedience to your orders to me of the 12th inst. to cruise in St. George's Channel for the protection of the trade, and to obtain information of an American sloop of war, I had the good fortune to board a brig, the master of which informed me, that he had seen a vessel, apparently a man of war, steering to the N. E. At four o'clock this morning I saw a vessel on fire, and a brig standing from her, which I soon made out to be a cruiser: made all sail in chase. At half-past five came along side of her (she having shortened sail, and made herself clear for an obstinate resistance), when, after giving her three cheers, the action commenced, and was kept up with great spirit on both sides for forty-three minutes, when we laid her along side, and were in the act of boarding, when she struck her colours. She proves to be the United States' sloop of war Argus, of 360 tons, 18 24-pounder carronades and 2 long 12-pounders; had on board, when she sailed from America (two months since), a

Painted by T.W[illegible]

Engraved by W.Bailey

DESTRUCTION of the FLIBUSTIER, Oct.r 13.th 1813.

complement of 149 men, but in the action only 127, commanded by Lieutenant-Commandant W. H. Allen, who, I regret to say, was wounded early in the action, and has since suffered amputation of his left thigh.

"No eulogium I could use would do sufficient justice to the merits of my gallant officers and crew, which consisted of 116: the cool courage they displayed, and the precision of their fire, could only be equalled by their zeal to distinguish themselves. But I must beg leave to call your attention to the conduct of my first lieutenant, T. Welsh; of Mr. W. Glanville, acting-master; Mr. Ingram, purser, who volunteered his services on deck, and Mr. Scott, the boatswain.

"Our loss, I am happy to say, is small: one master's mate, Mr. Young, slain in the moment of victory, while animating by his courage and example all around him, and one able seaman, besides five seamen wounded, who are all doing well: that of the enemy I have not been able to ascertain, but it is considerable; her officers say about 40 killed and wounded."

On the 9th October, Captain Pell, commander of the Thunder bomb, being off the Owers light, proceeding to Woolwich, he observed a lugger to windward, under easy sail: he immediately altered his course to near the shore, and took in the studding-sails. The lugger at the same time bore up, and followed; at half-past ten she got up on the larboard quarter of the bomb, and hailed her to bring-to and strike, having her decks full of men in readiness for boarding. She then put her helm up to lay the bomb along side; Captain Pell instantly put his down, fired four guns and a volley of musketry, when the enemy fell on board, and was carried in the most gallant style, with the loss of only two men wounded. The enemy had four killed and ten wounded. The captured lugger proved to be the Neptune, pierced for 18 guns, 16 mounted, with a crew of 65 men.

Copy of a Letter from Captain Scriven *to Sir* R. G. Collier, *dated Oct.* 14.

"Sir,——In obedience to your orders to report to you the circumstances attending the capture of the French national brig Flibustier, I do myself the pleasure to acquaint you, that the Flibustier having taken advantage of a favourable moment, sailed from St. Jean de Luz, and at daylight of the 13th was discovered, attended by three trincadores, when she was immediately chased by his Majesty's schooner under my command, the Challenger and Constant in the offing, seven or eight miles distant. The enemy being becalmed, had anchored under the protection of some French batteries close to the mouth of Bayonne. A partial breeze lasted time enough to enable his Majesty's schooner to commence action, which, after being maintained for three quarters of an hour, ended by the corvette's crew suddenly quitting her, and pulling for the shore, which, from its nearness, they were enabled to effect, in spite of a well-directed broadside; for as the corvette was perceived to be on fire, my endeavours were, if possible, to

save the vessel, and boats were sent for that purpose, but without success. By papers found on board of her, I learned that the Flibustier was commanded by M. Daniels, lieutenant de vaisseau, and a member of the Legion of Honour; that she mounted 16 French 24-pound carronades, 2 long 9-pounders, a brass howitzer gun, and 4 brass 3-pounders, having on board 160 men. She appears to have been bound to Santona, for the relief of the garrison, having on board treasure, arms, ammunition, and salt provisions; and from her large complement of men, probably some officers and soldiers for that garrison.

"I beg to express my best thanks to Mr. Blyth (master), and Mr. Pearson (master's mate), for their zeal and good conduct; and to assure you, how much I was pleased by the animated conduct of my crew, who saluted the enemy with three cheers before a shot was fired. I had no means of ascertaining the enemy's loss in killed or wounded, though, from the appearance on board, it must have been considerable; but I have the pleasure to state, that the Telegraph did not lose a man."

Copy of a Letter from Sir C. COLE *to Lord* KEITH, *dated Rippon, Oct.* 21.

"MY LORD,——I have great pleasure in reporting the capture of Le Weser, a French frigate of the largest class, mounting 44 guns, and having 340 men, by his Majesty's ship under my command, in company with the Scylla and Royalist brigs. She left the Texel on the 1st September, and had captured two Swedish vessels in the North Sea, and lost her main and mizen-masts in a gale on the 16th instant.

"Captain Macdonald's letter, which I have the honour to transmit, will acquaint your lordship with the perseverance with which he has watched this frigate, which he fell in with four days ago, sixty leagues to the west of Ushant, and of a gallant joint attack made by the Scylla and Royalist on the frigate yesterday, in sight of the Rippon, and upon her weather beam. The judicious measures taken by Captains Macdonald and Bremer enabled the latter officer to join me at three o'clock this morning, with intelligence of the enemy's force, whilst the Scylla watched their antagonist; and at daylight the breeze springing up, gave us an opportunity of closing with the frigate. About ten she bore up towards the Rippon, and struck her colours, having exchanged two broadsides with the Scylla, and just as the Rippon and Royalist were within reach.

"Being near the French coast, and the prize in a most crippled and unmanageable state, I have deemed it necessary to take on board the greater number of the prisoners, and to tow her into port."

Captain MACDONALD'S *Report, dated Scylla, Oct.* 21.

"SIR,——I have the honour to acquaint you, for the information of the Lords Commissioners of the Admiralty, that at one a. m. on the 18th inst. in longitude

9 deg. 10 min. W. and latitude 47 deg. 30 min. N. I fell in with a French national frigate, under jury main and mizen-masts, apparently making the best of her way for Brest; and judging it not prudent to attack such a superior force, as, in the event of our being crippled, I should not have been able to have kept sight of her, from the severity of the weather, I had the good fortune, on the 20th instant, to meet with his Majesty's sloop Royalist, when Captain Bremer, in the handsomest manner, volunteered to join me in attacking her. At half-past three p. m. we bore up in close order, the Scylla on her quarter, and the Royalist on her bow, and commenced the action nearly at the same time, which continued for an hour and a half, when our sails and rigging being very much cut, and main-mast severely wounded, and the Royalist nearly in the same predicament, we hauled off to repair the damages, the weather being very squally, so as to endanger our masts. A man of war approaching to the northward, I ordered the Royalist to apprise her of our situation. At daylight this morning I observed a large ship to leeward, which proved to be his Majesty's ship Rippon; and as you, sir, were an eyewitness of our proceedings this morning, I beg leave to refer to you for the subsequent events.

"Any encomium I could bestow on Captain Bremer would, I am convinced, fall very short of his deserts; and I beg leave to return him, his officers and ship's company, my warmest thanks for the gallant support they afforded us during the action. To the officers and ship's company of this sloop I shall ever feel indebted for their gallant and persevering conduct in the action, and during the time we kept in sight of the enemy, in the severest weather I almost ever experienced; and beg to recommend Mr. W. Speck, senior lieutenant of this sloop, also Mr. T. G. Cooper, master's mate. Captain Bremer speaks in the highest terms of his officers and ship's company.

"I am happy to say, that we have only two seamen slightly wounded. The Royalist, I am sorry to add, was not so fortunate, having two killed and nine wounded."

On the 23d October, the Andromache, commanded by Captain G. Tobin, gave chase to a frigate under jury masts, which shortly after opened a fire upon him from her stern guns, which was not returned till a position was taken on her weather-quarter, when, after a feeble resistance of about fifteen minutes, she struck her colours: indeed, such was the disabled state of her masts previously to the meeting, that any further opposition would have been the extreme of rashness. She proved to be La Trave, of 28 18-pounders and 16 18-pound carronades, with a crew of 321 men.

On the morning of the 1st November, Captain Dashwood of the Snap sloop, being off St. Vallery, discovered five of the enemy's luggers, three in the N. W. close to windward, and two considerably to leeward: he wore, and closed with

the former, and brought them to action, but had the mortification soon after to witness their separation, and escape from superior sailing. He bore up at nine after the leeward vessels, and after using various deceptions, enticed one along side, when, after a resistance of about ten minutes, she surrendered, and proved to be Le Lion privateer of Boulogne, of 16 guns and 69 men; the captain of which and five men were killed, and six wounded.

MEDITERRANEAN.

Copy of a Letter from Captain R. Hall *to Lord* W. Bentinck, *dated Messina, Feb.* 16.

"My Lord,——I have the honour to inform your lordship, that since the attack of the 21st July, the enemy had thrown up new works at Pietra Nera, and felt such confidence in their protection, that a convoy of fifty sail of armed vessels had assembled within a few days past, to transport to Naples timber and other government property. Conceiving it necessary to destroy this confidence, I submitted a proposal, which having gained your lordship's sanction, I proceeded on the night of the 14th with two divisions of the flotilla, and four companies of the 75th under the command of Major Stewart. Light and contrary winds prevented the boats arriving until nearly daylight, when about 150 men, with an auxiliary party of seamen under the command of Lieutenant Le Hunte, were landed; and Major Stewart, without waiting the arrival of the rest, pushed up immediately to the height which we had previously concerted to occupy, and which a complete battalion, with two troops of cavalry and two pieces of artillery, were prepared to dispute. Aware of the enemy having cavalry, I landed a detachment of the rocket-corps, under the direction of Corporal Barenbach, the fire of which threw the enemy into confusion, and facilitated the approach of our troops, which charged the height in the most determined way. The enemy, however, did not abandon it until the Colonel-Commandant Roche and most of his officers were killed or made prisoners, and the height was literally covered with their dead. The division of the flotilla under Captain Imbert had now commenced a most destructive cannonade on the batteries, which held out with such obstinacy, that I was obliged to order them to be successively stormed: this service was performed by Lieutenant Le Hunte with a party of seamen in a very gallant style. At eight o'clock, every thing was in our possession, the most valuable of the enemy's vessels and timber launched, and the rest on fire. Upwards of 150 of the enemy killed and wounded, and 163 prisoners, amongst whom are the colonel of the regiment, three of his captains, two captains of cavalry and one of artillery, with his two guns (six-pounders), offer the best proofs of the manner in which both services did their work: very few of the enemy's cavalry escaped.

"The determined manner in which Major Stewart led his men to the attack of

From a plan by Capt.ⁿ Maunsell

Painted by I. Whitcombe

Engraved by I. Sutherland

the enemy's position, did him infinite honour, and the army will share my regret at the loss of this brave officer, who fell by a musket-shot while with me, pushing off from the shore after the troops were embarked. Lieutenant Campbell of the 75th, who commanded the advanced, was particularly and generally noticed. I cannot sufficiently express my admiration of the very exemplary conduct of Lieutenant Le Hunte, who was the observation of sailors and soldiers. Colonel Robinson superintended the debarkation, and was very active. The army-flotilla officer, Don Ligi Muallo, is always distinguished on these occasions. Captain Imbert of the Neapolitan navy placed his division of gun-boats in a manner that did him much credit: I solicit your lordship's recommendation of this officer, with Don Gesolmino Patella and Don Pietri Trapani, to the notice of his Royal Highness the Hereditary Prince.

"I have the honour to annex a list of our killed and wounded on this occasion, which your lordship will observe is very trifling compared with the enormous loss of the enemy: this, of itself, speaks more for the discipline of the 75th, than any eulogium which, as an officer of a different service, I can presume to bestow."

Copy of a Letter from Captain NAPIER *to Sir* R. LAURIE, *Bart. dated Ponza, Feb. 27.*

"SIR,——Agreeably to your directions, I embarked Lieutenant-Colonel Coffin, and the 2d battalion of the 10th regiment, on the 16th inst. and arrived off Ponza on the 23d, the harbour of which is about a quarter of a mile wide, with a mole at the extreme end of it, defended by four batteries, mounting ten 24 and 18-pounders, and two 9-inch mortars. Colonel Coffin and myself agreed, that the shortest and surest road to success was by running both ships into the mole, and carrying the place by assault; but the weather was unfavourable for such an attack until the morning of the 26th, when the ships bore up in close order, with a fine breeze. The enemy were prepared for our reception, and opened their fire nearly half an hour before our guns could bear: the batteries were, however, passed with little injury, the ships engaging on both sides, and the Thames was anchored across the mole-head, the Furieuse bringing up a little astern of her. Colonel Coffin and the troops landed the same instant, and pushed for the height of a strong tower, into which the enemy had retreated; and their appearance, together with the severe fire of the ships, induced the governor to hoist a flag of truce, and agree to a capitulation.

"I have much pleasure in informing you, that this service was performed without the loss of a man: our being hulled three times, and the Furieuse twice, and our sails and rigging a good deal cut, is the only damage we have sustained.

"The most perfect cordiality has subsisted between the two services; and I am much indebted to Captain Mounsey for the excellent support he gave, and his quickness in following our motions. If the resistance had been greater, and another

battery (which was expected), I have little doubt but we should have succeeded, particularly with such a storming party as Colonel Cashell's regiment, and such a leader as Colonel Coffin. I have much reason to be satisfied with my first lieutenant, Davies, officers, and ship's company: their steady conduct and excellent firing accounts for the smallness of our damage. Captain Mounsey likewise speaks highly of Lieutenant Croker, his officers and crew. Mr. J. Wilkinson, mate of this ship, I attached to Colonel Coffin; and Mr. Black, of the Furieuse, I intrusted with the charge of the landing."

On the 30th March, fourteen merchant-vessels were perceived at Morgeon, which was protected by two strong batteries; when Lieut. Shaw of the Volontaire, Hon. Captain G. G. Waldegrave, offered his services to attack them. The night being favourable, the boats of the Volontaire, Undaunted, and Redwing, were placed under his orders: they landed at Sormion, and marching over the hills at daylight, carried the batteries in the rear, after a partial resistance of forty troops. After throwing the guns into the sea, and destroying the ammunition, the party re-embarked, bringing with them eleven merchant-vessels belonging to the enemy, having experienced no loss, except one man killed and four wounded. The enemy had four killed, five wounded, and 17 prisoners. Lieutenants Shaw and Syer, with Lieutenants Burton and Hunt of the royal marines, conducted themselves throughout with the highest degree of intrepidity. The enemy immediately set about remounting and repairing the batteries, which offered great protection to the coasting trade, and of course became an object of particular attention to the British captains on that station. On the 2d May, 100 royal marines of the Repulse, Captain Moubray, under the command of Captain Ennis of that corps, in conjunction with those of the Volontaire, Hon. Captain Waldegrave, the Undaunted, Captain Usher, and the Redwing, Captain Sir J. Sinclair, were despatched for the purpose of destroying the works, whilst the boats should bring out some vessels that were in the harbour; the whole under Lieutenant Shaw of the Volontaire, whose local knowledge rendered him peculiarly qualified to conduct the enterprise, covered by the fire of the Redwing. The enemy opposed the landing by a detachment of the 4th battalion of the line, who were driven to the heights in the rear, where he was kept in check until the vessels were secured, and the batteries, on which were found nine gun-carriages and a 13-inch mortar, were blown up, and completely destroyed. Lieutenant Shaw and five men were wounded, and one man killed.

Captain J. Black of the Weasel sloop, at daylight on the 22d April, the Island of Zirona bearing W. S. W. distant about four miles, discovered a convoy close to the main land making for the ports of Tran and Spalatro, to which he immediately gave chase: as he came up, they separated in different directions; the greater part, with ten gun-boats, bore up for the bay of Boscaline, which

he continued to chase under all sail: at half-past five a. m. they anchored in a line, about a mile from the shore, hoisted French colours, and commenced firing: at six o'clock, the Weasel was anchored within pistol-shot, with springs upon her cable, and immediately commenced firing, which the enemy stood for about twenty minutes, when the whole of them cut their cables and ran closer in, again opening their fire. The increased distance was too great for the carronades of the Weasel to have their proper effect; Captain Black therefore ordered the cable to be cut, ran within half-pistol-shot, and recommenced the action. The enemy now opened a fire from three large guns, at the distance of thirty yards from each other, and 2 or 300 musketry from the heights which were immediately over the Weasel. The action continued in this manner till ten o'clock, when three of the enemy struck their colours, two were driven on shore, and one sunk. They were now reinforced by four gun-boats from the eastward, which obliged Captain Black to engage on both sides; but they shortly after ran in and joined the others, placing themselves behind a point of land, from whence they kept up a destructive fire of grape, which continued till three p. m. when the action ceased for forty minutes; at which time it again commenced, and continued without intermission till half-past six, when it entirely ceased on both sides. The enemy during the day had received considerable supplies of troops on shore, which enabled them to keep up an incessant fire. The Weasel was now in a very critical situation, being but a very few yards from a lee shore, almost a complete wreck; the whole of the running and greater part of the standing rigging gone; most of the sails shot from the yards; the masts shot through in several places; many shot in the hull, five between wind and water; both pumps shot away between the decks, and with the greatest difficulty she was kept free by constantly bailing at both hatches; all the anchors to pieces; five men killed, and twenty wounded. At dark, the boats succeeded in burning and destroying, besides the gun-boats, eight sail of the convoy. In this situation the Weasel was warped out, and at daylight on the 23d, had reached about a mile from the shore, when she was again attacked by the remaining gun-boats, which proved very annoying: the wind setting strong in, prevented Captain Black from venturing to bring the broadside to bear upon them; he therefore continued, during the whole of that day and the following night, to warp out of his perilous situation, but it was necessarily very slowly, the people being reduced in number and exhausted by fatigue. On the 24th the enemy erected a battery of three guns on a point of the bay, which they opened about noon; the gun-boats at the same time pulling out in a line astern, commenced their fire at one p. m.; the Weasel all the time warping out under their fire, and that of musketry from the shore. At five o'clock the bay was cleared, having five men killed, and twenty-five wounded; among the latter were Captain Black and Lieutenant T. Waley. In transmitting the above account to the Lords of the Admiralty, Admiral Freemantle said, "Having made it my business to

inquire and examine into all the particulars, I can have no hesitation in saying, that many would have undertaken the enterprise; but few vessels, under such circumstances, could have been extricated from such a force, and such difficulties, as were opposed to them." Indeed the conduct of the whole of the officers and crew, during three days of most arduous service, was of the most exemplary and distinguished nature, and their determined bravery in action was only equalled by their perseverance in warping the brig out.

Captain T. Garth of the Cerberus, having reconnoitred the port of Otranto on the 27th April, and observing a convoy collected together, which he thought would endeavour to make for Corfu the first N. W. wind, took a station off the Island of Fano on the following morning, to endeavour to interrupt them, and sent the barge and gig of the Apollo under Lieutenant W. H. Nares of the Apollo, with the barge and pinnace of the Cerberus under Lieutenant J. W. Montagu, close in shore, when, as was expected, they came over, protected by eight gun-boats. Notwithstanding this strong force, aided by three more gun-boats from Fano, and the cliffs covered with French troops, they were attacked in the most determined and gallant manner. Lieutenant Nares, in the Apollo's barge, boarded and carried one gun-boat; Mr. Hutchinson, in the gig, carried another; four of the convoy were captured, and the remainder obliged to seek safety in flight. Mr. Suett, master's mate, and one man killed, with one wounded, was the loss sustained on this occasion.

The enemy having collected their coasting trade to and from Toulon to the eastward, in Cavalacie road, to the number of upwards of twenty vessels, Captain Brace of the Berwick, judging it a proper object for attack, made the necessary arrangements to carry the place. On the 16th May the plan was carried into execution by the boats, commanded by Lieutenant Sweedland, first of the Berwick, and the royal marines, under Captain Matthews of that corps; and such was the promptness of their movements, that scarcely twenty minutes elapsed before the batteries were taken, and a fire opened from them on the retreating enemy. The French national zebec La Fortune, carrying ten 9-pounders and four swivels, with a crew of 95 men, tried to effect her escape, but the Euryalus pushing close in, cut her off, when the crew abandoned her, leaving her at anchor with a spring upon her cable, under the fire of the frigate, forts, and a division of the boats under Lieutenant White, who boarded her in time to save her from blowing up or sinking, as the enemy had fired a shot through her bottom, and left a train to the magazine. Twenty-two vessels of various descriptions were found in the harbour, which were either taken or destroyed; those scuttled by the enemy were cleared by the Euryalus, which took an anchorage to protect the working party, and through the great exertions of Captain Napier, the officers and men employed upon that service, every thing was brought away worthy of notice.

On the 12th of June, Captain Hoste, of the Bacchante, discovered an enemy's convoy under the town of Gala Nova, on the coast of Abruzza; and as he was six or seven miles to leeward of them, with a light breeze and a current against him, he determined on sending the boats, with discretionary orders to the First Lieutenant Hood, either to attack them or wait the arrival of the frigate. The enemy were found much stronger than was expected, consisting of seven large gun-boats, each mounting one 18-pounder in the bow, three smaller vessels with a 4-pounder in the bow, and fourteen sail of merchant-vessels under their convoy, four of which had guns in the bow also. The shore astern of the vessels was lined with troops, entrenched on the beach, with two field-pieces with them. This was the force opposed to a frigate's boats, but no disparity of numbers could check the spirit of the brave officers and men employed on this service. The attack was instantly determined on, and executed with all the gallantry and intrepidity which men, accustomed to danger and to despise it, have frequently shewn, and never was there a finer display of it than on this occasion. The boats, as they advanced, were exposed to a heavy fire of grape and musketry, and it was not till they were fairly along side that the enemy slackened their fire, and were driven from their vessels with great loss. The troops on the beach, who amounted to upwards of 100, fled on the first fire, and the field-pieces were destroyed by the marines, when the whole of the vessels were brought out. Lieutenants Hood, F. Gostling, and Webb, with Lieutenants Holmes and Haig of the royal marines, Messrs. Rees, Rove, Hoste, Farewell, Waldegrave, Langton, M'Kean, and Richardson, midshipmen, and indeed every seaman and marine employed, displayed the highest courage and enthusiasm, and afforded another instance of the superiority of British seamen. Two seamen and one marine killed, with five seamen and one marine wounded, was the whole of the loss sustained in the achievement of this gallant affair.

On the morning of the 27th June, an armed convoy of ten sail was captured by the boats of the Havannah, commanded by the First Lieutenant Hamley, under the town of Vasto. The enemy being apprised of their approach, had assembled in force, and taken every possible precaution to prevent the vessels being got off; but the boats' crews having landed to the right, and forced them from their guns, eight in number, remained masters of the spot the whole day, until the vessels were rigged and got afloat, with the loss of three men slightly wounded.

On the 1st July, the squadron under the command of Rear-Admiral Freemantle entered the Quarnier channel, and on the 2d, in the evening, anchored about four miles from Fiume, which was defended by four batteries, mounting fifteen heavy guns. On the 3d, in the morning, the ships named in the margin* weighed, with a light breeze from the S. W. with the intention of attacking the sea-line of batteries (for which arrangements had been previously made and communicated), leaving a detachment of boats and marines with the Haughty, to storm the battery.

* Milford, Elizabeth, Eagle, Bacchante, and Haughty.

at the mole-head as soon as the guns were silenced; but the wind, very light, shifting to the S. E. with a current from the river, broke the ships off, and the Eagle could only fetch the second battery, opposite to which she anchored. The enemy could not stand the well-directed fire of that ship. This being communicated by telegraph, Admiral Freemantle made the signal to storm; when Captain Rowley, leading in his gig the first detachment of marines, took possession of the fort, and hoisted the English colours; whilst Captain Hoste, with the marines of the Milford, took and spiked the guns of the first battery, which was under the fire of the Milford and Bacchante, and early evacuated. Captain Rowley leaving a party of seamen to turn the guns of the second battery against the others, without losing time, boldly dashed on through the town, although annoyed by the enemy's musketry from the windows of the houses, and a field-piece in the centre of the great street; but the marines, headed by Lieutenants Lloyd and Nepean, and the seamen of the boats, proceeded with such firmness, that the enemy retreated before them, drawing the field-piece until they came to the square, where they made a stand, taking post in a large house. At this time, the boats with their carronades, under Captain Markland, opened against the gable end of it with such effect, that the enemy gave way at all points, and forsook the town in every direction. Captain Hoste, with his division, followed close to Captain Rowley, and on their junction, the two batteries, with the field-piece, stores, and shipping, were taken possession of, with the loss of one marine killed, and Lieutenant Lloyd and five seamen and marines wounded.

List *of* Vessels, Stores, *&c. taken and destroyed at Fiume.*

90 Vessels—more than half of the smaller class were returned to the proprietors, 13 sent to Lissa laden, the rest destroyed; 59 iron guns (part only mounted) rendered totally useless; 8 brass 18-pounders and 1 field-piece taken away; 500 stand of small arms, 200 barrels of powder, rations of bread for 70,000 men, and two magazines with stores, &c. burnt.

On the 2d August, a convoy of twenty-one sail was seen at anchor in the harbour of Rovigno, by Captain C. Rowley of the Eagle, in company with the Bacchante, Captain Hoste. Captain Rowley conceiving the capture of them feasible, communicated his intentions to Captain Hoste, who led in, and a firing was commenced on the batteries. After some resistance, they were abandoned, when the boats of each ship, with parties of royal marines, under the command of Captain Hoste, landed and drove the enemy out of the town, took possession of the batteries, disabled the guns, and demolished the different works, without sustaining any other loss than a private of marines wounded. The enemy scuttled the greater part of the vessels previous to the approach of the boats, but by the active exertions of the officers and men employed, the whole were completely destroyed or brought off, and the ships and other vessels burnt that were building on the stocks.

On the 18th August, the batteries of Cassis were destroyed, and twenty-four settees and tartans, with two gun-boats, taken, and one gun-boat and one tartan destroyed, by the squadron under the command of Captain Usher. Four batteries defended the entrance of the bay, and two gun-boats were moored across the entrance of the mole. The citadel battery could only be carried by escalade, but nothing could withstand the boldness of the marines led on by Captain Coghlan, who surmounted every obstacle opposed to them; they literally drove the enemy before them at the point of the bayonet, and pursued them to the heights that command the town. The boats under Sir J. Sinclair then entered the mole, and in less than two hours brought off the vessels.

On the 4th October, Captain W. Mounsey, commanding the Furieuse, running along the coast to the Island of Ponza, observed a convoy of nineteen vessels in the harbour of Marinelo (about six miles to the eastward of Civita Vecchia), protected by two gun-boats, a fort of two long 24-pounders, and a strong fortified tower and castle; and it appearing practicable to cut them out, Lieutenants Croker and Lister, with Lieutenants Whylock and Davies of the marines, gallantly volunteered to storm the fort on the land side with the whole of the marines and boats' crews, whilst the ship anchored before it. The enemy retreated, and took the strong positions of the castle and town, from whence they kept up a constant fire of musketry; but nothing could damp the ardour of the party on shore, who carried the battery, spiked the guns, and lost not a moment in boarding and cutting the cables of sixteen vessels, under a most galling fire, two of which were sunk in the entrance of the harbour, and fourteen brought out. The whole of this service was most successfully accomplished in three hours, which proves the degree of skill, courage, and intrepidity possessed by every individual of the party.

Captain G. H. L. Dundas of the Edinburgh, having joined Captain Duncan of the Imperieuse, and the ships in the margin*, on the 5th October, off D'Anzo, where he had been watching a convoy for some days, with the intention of attacking them the first favourable opportunity; every thing being prepared by Captain Duncan, at half-past p. m. the ships bore up, and took their stations as follows: the Imperieuse and Resistance to the mole batteries, the Swallow to the tower, and the Eclair and Pylades to the battery to the southward: the Edinburgh supported the last-named ships. Shortly after the ships opened their fire, which they did by signal, the storming party under Lieutenant Travers of the Imperieuse, and the marines under Captain Mitchell, landed in the best order close under the southern battery, which Lieutenant Travers instantly carried, on which the enemy fled in all directions. Lieutenant Mapleton having taken possession of the mole-head, the convoy, consisting of twenty-nine vessels, was brought out

* Resistance, Swallow, Eclair, and Pylades.

without any loss. On leaving the place, all the works were blown up, and most completely destroyed.

Copy of a Letter from Captain HOSTE *to Rear-Admiral* FREEMANTLE, *dated Bacchante, Oct.* 16.

"SIR,——I arrived off Ragusa on the 12th inst. and joined the Saracen and three gun-boats, with a detachment of the garrison of Curzola on board, commanded by Captain Lowen, who had been directed by Colonel Robertson to act on this coast.

"From the information I received from Captain Harper of the Saracen, together with the state of the country about Cattaro, and the insurrection of the Bocchese, I lost no time in proceeding to this place with the vessels under my orders. On the 13th, in the morning, we forced the passage between Castel Nuova and the fort of Rosa, and after some firing, secured a capital anchorage for the squadron about three miles above Castel Nuova. In the evening, I detached the boats of this ship, with those of the Saracen, and the two Sicilian gun-boats, under Captain Harper's orders, who very handsomely volunteered his services, to capture the enemy's armed naval force, which I understood were lying between the Isle of St. George and the town of Cattaro. Captain Harper completely succeeded. The enemy had destroyed their boats on his approach, but having succeeded in manning them with the armed Bocchese in the neighbourhood, he most gallantly attacked and carried the Isle of St. George, the commander and his garrison surrendering at discretion. I inclose his report of the affair.

"This is a point of the utmost importance to our future operations: it commands and fronts the straight channel to the narrow branch of the river that leads up to Cattaro itself; and fortified as it is, it would have been with difficulty, if at all, the ships of war could have passed it. The fort of Peroste was taken by the Bocchese the same night; and I have now the pleasure to acquaint you, that Castel Nuova and Fort Espagnol surrendered by capitulation to the British force this morning. The garrison remain prisoners of war until exchanged; the officers are allowed their parole. There are several Croats amongst the garrison, who are willing to enter the Austrian service, and I intend sending them to Fiume. I shall lose no time in getting up to Cattaro. Fort St. John is the only place the enemy possesses in the Bocco. The French general Gauthier has retired into the fort with about 600 men: it is about fifteen miles up the river, and is a very strong place. I intend proceeding there directly I have arranged our affairs here. I have left a garrison in Fort Espagnol. The Montenegrins have been of considerable service in closely blockading the country round Espagnol and the neighbourhood.

"I cannot mention in too warm terms the conduct of Captain Harper; he is ever ready and most indefatigable, and the capture of the Island of St. George

does him, the officers and men, the highest credit. I am much indebted to Captain Lowen for the ready advice and assistance he at all times gives me; and the zeal that animated every one is highly praiseworthy."

Capt. HARPER's *Report, dated Saracen, off Castel Nuova, Bocca di Cattaro, Oct.* 13.

"SIR,——Agreeably to your directions, I send the report of the proceedings of the boats you did me the honour of putting under my command. At ten p. m. on the 12th inst. I left the Saracen, with the two gun-boats, the launch and barge of the Bacchante, and the boats of the sloop, under my command, and pulled towards Cattaro. On going through the passage of Cadone, the enemy on the Island of St. George opened a heavy fire on us. We fortunately escaped without damage. At midnight, within four miles of Cattaro, I found the enemy's four gun-boats in a state of revolt; I instantly took possession of them. The appearance of the English had the happiest effect. I landed at the different places, and summoned the principal inhabitants, who immediately, at my request, armed *en masse* against the French. As there was not a moment to be lost in carrying into execution your further orders respecting the Island of St. George, I hoisted the English and Austrian flags in the four gun-boats taken, and manned them with part English, and the remainder inhabitants (volunteers), and proceeded down to the attack of that place. At daylight I landed at the town of Persate, and found the inhabitants had taken possession of a small castle of three guns from the French. Seeing that these guns might be employed with advantage against the fortifications of St. George, and the inhabitants putting themselves under my orders, I hoisted the English and Austrian colours, and took the command. I ordered Lieutenant Gostling to bring up the gun-boats to the attack, which he did in the most handsome manner. At six a. m. this morning, a heavy and well-directed fire was opened on the island, and returned from it. In fifteen minutes the enemy was driven from his guns, and made a flag of truce, offering to capitulate. I insisted on their surrendering at discretion, the whole to be prisoners, and allowed them five minutes only before I commenced firing again; to which they submitted, and I took possession of the island, and hoisted the English colours. I am happy to say, that this strong place has been reduced without any loss on our side.

"It is with the greatest pleasure I have to report the good conduct of every officer and man employed; and if I had been obliged to storm the island, as I intended, I feel confident the result would have been complete success. Lieutenant Gostling of the Bacchante, to whom I gave the command of the gun-boats, brought them up to the attack, under a heavy fire from the enemy, in the most cool and determined manner. I have landed the marines, and given him the command of the island until your pleasure is known. It is not in my power to describe the joy and enthusiasm of the inhabitants at seeing the English flag flying. In two hours I had the whole population armed under my command, and

ready to execute any thing that I might order. The gun-boats I had taken I have ordered to blockade the town and castle of Cattaro by sea, and the armed inhabitants by land, which they are doing in the strictest manner."

Copy of a Letter from Sir E. PELLEW, *dated Nov. 6.*

"SIR,——If I was not aware that every shot fired by his Majesty's fleet before Toulon upon that of the enemy would be pompously displayed in the *Moniteur* by the government of France, to deceive all Europe, as well as their unhappy subjects, I should have considered it unnecessary to trouble their lordships with the following detail of the transactions of the squadron under my command on the 5th instant.

"His Majesty's fleet had been blown off their station by a succession of hard gales for eight days, and it was only yesterday morning that the land was discovered, together with the in-shore squadron, as per margin*, which had reached Cape Sicie the preceding evening. The fleet was standing, with close-reefed top-sails, towards Toulon to reconnoitre, with a strong wind from E. N. E. when, at ten a. m. the enemy, as customary with such winds, was getting under weigh, and came out with fourteen sail of the line and seven frigates for their usual exercise, close in shore, between Cape Brun and Cape Carcaviane. A sudden change of wind to the N. W. seemingly unexpected to them, permitted me to hope that we should be able to bring the rear to action; and the Scipion having communicated by signal the prospect of cutting off the leewardmost ships, she was directed, with the advanced squadron, to attack. The Caledonia, Boyle, and San Josef, leading some distance ahead, and followed by the fleet, were, I thought, near enough to afford support with every prospect of success; but unfortunately, from the wind heading, they were not able to fetch the leewardmost ship, a three-decker, bearing the flag of a rear-admiral, to windward of St. Marguerite, and consequently only a partial firing took place in passing on different tacks, and after wearing from the shore between Sepet and Cape Brun.

"Had the body of the fleet fortunately been more advanced when the change of wind took place, I am confident we should not only have brought the enemy to close action, but every ship we had weathered would have been our reward, although they had not been above a league eastward of the port, and always under cover of the batteries.

"The French fleet, the moment the wind changed, used all possible expedition to get back into harbour, and the vice-admiral was amongst the first that reached the anchorage. The casualties in the ships on this occasion are too trifling to mention, were it not for the wounds of two fine young officers, Lieutenant Clarke of the marines, and Mr. Cuppage, signal-midshipman of the San Josef, who each lost a leg by one unlucky shot.

* Scipion, Mulgrave, Pembroke, and Amada.

"I have, in common with every officer and man in this fleet, deeply to lament that a fairer opportunity was not afforded for displaying the full extent of their exertions in the cause of their sovereign, and in support of the honour of his flag, confident that there cannot be found more ardent zeal in this just struggle than among the officers and men I have the happiness to command."

NORTH AMERICA.

Copy of a Letter from Captain G. BURDETT *to Sir* J. B. WARREN, *dated Maidstone, Lynn-Haven Bay, Chesapeake, Feb.* 9.

"SIR,——I have the pleasure to inform you of a very gallant achievement that was performed by the boats of the squadron you did me the honour to place under my command, for the blockade of this port and its rivers.

"Yesterday morning, at nine o'clock a. m. a schooner was observed in the N. W. standing down the Chesapeake bay; at the same time I made the Belvidera and Statira's signal, No. 239, with the north-west compass signal. As the stranger approached the squadron, I perceived her to be a vessel of considerable force. Captain Byron at the same time made the signal for her being superior to the boats in chase, but not to those of the united squadron. I immediately made the signal for all barges, cutters, &c. to proceed in the same direction; upon which the schooner made all sail in the direction from whence she came, and I had the satisfaction to see she was quite becalmed. At one o'clock p. m. the stranger opened a well-directed fire upon the headmost of our boats from his stern chase-guns; and I was happy to find, that the boats in advance rested on their oars until they all formed up, when a vigorous and gallant attack was made by all the boats, nine in number, under the orders of Lieutenant Nazen, second lieutenant of his Majesty's ship under my command, who happened to be senior officer, through a very heavy fire from all the enemy's guns, when he was boarded and carried sword in hand, after a most obstinate resistance, which was maintained upon the deck of the enemy for a few minutes. She proves to be the American armed schooner Lottery, of 210 tons, mounting six 12-pound carronades (but pierced for 16), with a complement of 28 men, from Baltimore, bound to Bourdeaux, with a cargo of coffee, sugar, and logwood: she is coppered and copper-fastened.

"I have also the honour to inclose a list of the killed and wounded in the different boats of the squadron, which I am happy to add is trifling, when compared to the obstinate resistance made by the enemy, whose loss was very great, the captain and 18 men being dangerously wounded."

LIST *of* KILLED *and* WOUNDED.

Maidstone.—Two wounded (one severely).

Junon.—Two wounded (one severely).

Statira.—Two wounded (both dangerously); one since dead.

The squadron under the command of the gallant and distinguished Admiral Sir J. B. Warren still continued to harass the enemy with the most decisive success, capturing and destroying an immense number of merchant-vessels and privateers. On the 3d of April, the squadron under Sir John proceeded off the river Rappahannock, where five sail of armed vessels were discovered. The Maidstone and Statira, with the Fantome and Mohawk brigs, and Highflyer tender, were immediately ordered to pursue them: however, it falling little wind, the signal for the boats of the squadron, manned and armed, was repeated, and they were all sent in, under the direction of Lieutenant Puckinghorne of the San Domingo, accompanied by Lieutenants Bishop, Siddon, Urmston, and Scott; and after a most gallant attack, and a determined resistance by the enemy's vessels, who were prepared to receive them, the whole were carried, with the loss of two killed and eleven wounded. The enemy had six killed and ten wounded.

Copy of a Letter from Captain P. B. V. Broke *to Captain the Hon.* T. Bladen Capel, *dated Shannon, Halifax, June 6.*

"Sir,——I have the honour to inform you, that being close in with Boston lighthouse in his Majesty's ship under my command on the 1st instant, I had the pleasure of seeing the United States' frigate Chesapeake (which we had long been watching) coming out of the harbour to engage the Shannon. I took a position between Cape Ann and Cape Cod, and then hove-to for him to join us. The enemy came down in a very handsome manner, having three American ensigns flying; when closing with us, he sent down his royal-yards: I kept the Shannon's up, expecting the breeze would die away. At half-past five p.m. the enemy hauled up within hail of us on the starboard side, and the battle began, both ships steering full under the top-sails; after exchanging between two and three broadsides, the enemy's ship fell on board of us, their mizen-channels locking in with our fore rigging. I went forward to ascertain her position, and observing that the enemy were flinching from their guns, I gave orders to prepare for boarding. Our gallant bands appointed to that service immediately rushed in, under their respective officers, upon the enemy's decks, driving every thing before them with irresistible fury. The enemy made a desperate but disorderly resistance. The firing continued at all the gangways and between the tops, but in two minutes' time the enemy were driven sword in hand from every post. The American flag was hauled down, and the proud old British union floated triumphant over it. In another minute they ceased firing from below, and called for quarter. The whole of this service was achieved in fifteen minutes from the commencement of the action.

"I have to lament the loss of many of my gallant shipmates, but they fell exulting in their conquest. My brave first lieutenant, Mr. Watt, was slain in the moment of victory, in the act of hoisting the British colours: his death is a

severe loss to the service. Mr. Oldham, the purser, who had spiritedly volunteered the charge of a party of small-armed men, was killed at his post on the gangway. My faithful old clerk, Mr. Dunn, was shot by his side. Mr. Oldham has left a widow to lament his loss: I request the commander in chief will recommend her to the Lords Commissioners of the Admiralty. My veteran boatswain, Mr. Stephens, has lost an arm: he fought under Lord Rodney on the 12th of April: I trust his age and services will be duly rewarded. I am happy to say, Mr. Samwell, a midshipman of much merit, is the only officer wounded besides myself, and he not dangerously. Of my gallant seamen and marines we had 23 slain and 56 wounded. No expressions I can make use of can do justice to the merits of my brave officers and crew; the calm courage they displayed during the cannonade, and the tremendous precision of their fire, could only be equalled by the ardour with which they rushed to the assault. I recommend them all warmly to the commander in chief.

"Having received a severe sabre wound at the first onset, whilst charging a party of the enemy who had rallied on the forecastle, I was only capable of giving command till assured that our conquest was complete; and then directing the second lieutenant, Wallis, to take charge of the Shannon, and secure the prisoners, I left the third lieutenant, Falkiner (who had headed the main-deck boarders), in charge of the prize. I beg to recommend these officers most strongly to the commander in chief's patronage, for the gallantry manifested during the action, and the skill and judgment displayed in the anxious duties which afterwards devolved upon them. To Mr. Etough, the acting-master, I am much indebted for the steadiness with which he conned the ship into action. Lieutenants Johns and Law of the marines bravely boarded at the head of their respective divisions. It is impossible to particularize every brilliant deed performed by my officers and men, but I must mention, that when the ships' yard-arms were locked together, that Mr. Cosnahan, who commanded in our main-top, finding himself screened from the enemy by the foot of the top-sail, laid out of the main-yard-arm to fire upon them, and shot three men in that situation. Mr. Smith, who commanded in our fore-top, stormed the enemy's fore-top from the fore-yard-arm, and destroyed all the Americans remaining in it. I particularly beg leave to recommend Mr. Etough, and Messrs. Smith, Leake, Clavering, Raymond, and Littlejohn, midshipmen: the latter officer is son to Captain Littlejohn, who was slain in the Berwick. The loss of the enemy was about 70 killed and 100 wounded: among the former were the fourth lieutenant, a lieutenant of marines, the master, and many other officers. Captain Laurence is since dead of his wounds.

"The enemy came into action with a complement of 440 men: the Shannon, having picked up some recaptured seamen, had 330. The Chesapeake is a fine frigate, and mounts 49 guns, 18's on her main-deck, and 32's on her quarter-deck and forecastle. Both ships came out of the action in the most beautiful order, their rigging appearing as perfect as if they had only been exchanging a salute."

Copy of a Letter from Captain R. H. BARCLAY *relative to the Proceedings on Lake Erie, dated Sept.* 12.

"SIR,——The last letter I had the honour of writing to you, dated the 6th inst. I informed you, that unless certain intimation was received of more seamen being on their way to Amherstburg, I should be obliged to sail with the squadron, deplorably manned as it was, to fight the enemy (who blockaded the port), to enable us to get supplies of provisions and stores of every description: so perfectly destitute of provisions was the port, that there was not a day's flour in store, and the crews of the squadron under my command were on half allowance of many things, and when that was done there was no more. Such were the motives which induced Major-General Proctor (whom, by your instructions, I was directed to consult, and whose wishes I was enjoined to execute, as far as related to the good of the country,) to concur in the necessity of a battle being risked under the many disadvantages which I laboured; and the melancholy task now remains for me to relate to you the unfortunate issue of that battle, as well as the many untoward circumstances that led to that event.

"No intelligence of seamen having arrived, I sailed on the 9th inst. fully expecting to meet the enemy next morning, as they had been seen among the islands; nor was I mistaken: soon after daylight they were seen in motion in Put-in bay, the wind then at S. W. and light, giving us the weather-gauge. I bore up for them, in hopes of bringing them to action among the islands; but that intention was soon frustrated, by the wind suddenly shifting to the S. E. which brought the enemy directly to windward.

"The line was formed according to a given plan, so that each ship might be supported against the superior force of the two brigs opposed to them. About ten the enemy had cleared the islands, and immediately bore up under every sail in a line abreast, each brig being also supported by the small vessels. At a quarter before eleven I commenced the action, by firing a few long guns. About a quarter past, the American commodore, also supported by two schooners, one carrying four long 12-pounders, the other a 32 and 24-pounder, came to close action with the Detroit: the other brig of the enemy, apparently destined to engage the Queen Charlotte, supported in like manner by two schooners, kept so far to windward as to render the Queen Charlotte's 20-pounder carronades useless; while she was, with the Lady Prevost, exposed to the heavy and destructive fire of the Caledonia, and four other schooners, armed with long and heavy guns like those I have already described. Too soon, alas! was I deprived of the noble and intrepid Captain Finnis, who fell soon after the commencement of the action, and with him fell my greatest support; soon after, Lieutenant Stokes of the Queen Charlotte was struck senseless by a splinter, which deprived the country of his services at this very critical period. I perceived the Detroit had enough to contend with, without the prospect of a fresh brig: Provincial-Lieutenant Irvine,

who then had charge of the Queen Charlotte, behaved, however, with great courage, but his experience was much too limited to supply the place of such an officer as Captain Finnis: hence she proved of far less assistance than I expected.

"The action continued with great fury until half-past two, when I perceived my opponent drop astern, and a boat passing from him to the Niagara, which vessel was at this time perfectly fresh. The American commodore seeing that as yet the day was against him (his vessel having struck soon after he left her), and also the very defenceless state of the Detroit, which ship was now a perfect wreck, principally from the raking fire of the gun-boats; and also that the Queen Charlotte was in such a situation that I could receive very little assistance from her, and the Lady Prevost being at this time too far to leeward, from her rudder being injured, made a noble and, alas! too successful an effort to regain it; for he bore up, and, supported by his small vessels, passed within pistol-shot, and took a raking position on our bow; nor could I prevent it, as the unfortunate situation of the Queen Charlotte prevented us from wearing: in attempting it, we fell on board her. My gallant first lieutenant, Garland, was now mortally wounded, and myself so severely, that I was obliged to quit the deck. Manned as the squadron was, with not more than 50 British seamen, the rest a mixed crew of Canadians and soldiers, and who were totally unacquainted with such service, rendered the loss of officers more severely felt, and never in any action was the loss more severe; every officer commanding vessels, and their seconds, were either killed, or wounded so severely as to be unable to keep the deck.

"Lieutenant Buchan, in the Lady Prevost, behaved most nobly, and did every thing that a brave and experienced officer could do in a vessel armed with 12-pound carronades against vessels carrying long guns. I regret to state, that he was severely wounded. Lieutenant Bignell of the Dover, commanding the Hunter, displayed the greatest intrepidity; but his guns being small (2, 4, and 6-pounders), he could not be of so much service as he wished.

"Every officer in the Detroit behaved in the most exemplary manner. Lieutenant Inglis shewed such calm intrepidity, that I was fully convinced, on leaving the deck, I left the ship in excellent hands; and for an account of the battle after that, I refer you to his letter, which he wrote to me for your information. Mr. Hoffmeister, purser of the Detroit, nobly volunteered his services on deck, and behaved in a manner that reflects the highest honour on him: I regret to add, that he is very severely wounded in the knee. Provincial-Lieutenant Purvis, and the military officers, Lieutenants Garden of the royal Newfoundland rangers, and O'Keefe of the 41st regt. behaved in a manner which excited my warmest admiration. The few British seamen I had, behaved with their usual intrepidity; and as long as I was on the deck, the troops behaved with a calmness and courage worthy of a more fortunate issue to their exertions.

"The weather-gauge gave the enemy a prodigious advantage, as it enabled

them not only to choose their position, but their distance also, which they did in such a manner as to prevent the carronades of the Queen Charlotte and Lady Prevost from having much effect; while their long guns did great execution, particularly against the Queen Charlotte. Captain Perry has behaved in a most humane and attentive manner, not only to myself and officers, but to all the wounded. I trust that, although unsuccessful, you will approve of the motives that induced me to sail under so many disadvantages; and that it may hereafter be proved, that, under such circumstances, the honour of his Majesty's flag has not been tarnished."

Lieutenant INGLIS's *Report, alluded to in the preceding.*

"I have the honour to transmit you an account of the termination of the late unfortunate battle with the enemy's squadron. On coming on the quarter-deck, after your being wounded, the enemy's second brig, at that time on our weather beam, shortly afterwards took a position on our weather bow, to rake us; to prevent which, in attempting to wear, to get our starboard broadside to bear upon her, a number of the guns of the larboard broadside being at this time disabled, we fell on board the Queen Charlotte, at this time running up to leeward of us: in this situation the two ships remained for some time. As soon as we got clear of her, I ordered the Queen Charlotte to shoot ahead of us if possible, and attempted to back our fore-top-sail to get astern; but the ship lying completely unmanageable, every brace cut away, the mizen-top-mast and gaff down, all the other masts badly wounded, not a stay left forward, hull shattered very much, a number of the guns disabled, and the enemy's squadron raking both ships ahead and astern, none of our own in a situation to support us, I was under the painful necessity of answering the enemy, to say we had struck; the Queen Charlotte having previously done so."

STATEMENT *of the* BRITISH *and* AMERICAN SQUADRONS *on Lake Erie.*

BRITISH SQUADRON.

Detroit, 2 long 24-pounders, 1 long 18-pounder, 6 long 12-pounders, 8 long 9-pounders, 1 24-pound carronade, and 1 18-pound carronade. Total guns 19.

Queen Charlotte, 3 long 12-pounders, 14 24-pound carronades. Total guns 17.

Lady Prevost, 3 long 9-pounders, 10 12-pound carronades. Total guns 13.

Hunter, 2 long 6-pounders, 4 long 4-pounders, 2 long 2-pounders, 2 12-pound carronades. Total guns 10.

Little Belt, 1 long 9-pounder, 2 long 6-pounders. Total guns 3.

Chippeway, 1 long 9-pounder.

Grand total guns 63.

AMERICAN SQUADRON.

Laurence, 2 long 12-pounders, 18 32-pound carronades. Total guns 20.

Niagara, 2 long 12-pounders, 18 32-pound carronades. Total guns 20.

Caledonia, 2 long 24-pounders, 1 32-pound carronade. Total guns 3, all on pivots.

Ariel, 4 long 24-pounders, all on pivots.

Summers, 1 long 24-pounder, 1 32-pound carronade. Total guns 2, on pivots.

Porcupine, 1 32-pounder, on a pivot.

Tigress, 1 long 32-pounder, on a pivot.

Scorpion, 1 long 32-pounder, 1 24-pounder, on pivots.

Trip, 1 long 24-pounder, on a pivot.

Grand total guns 54.

NAMES *of* BRITISH OFFICERS *killed and wounded in the above Action.*

Detroit.—Killed, First Lieutenant John Garland; Lieutenant James Garden, Newfoundland regiment: wounded, Captain R. H. Barclay, dangerously; J. R. Hoffmeister, purser, dangerously.

Queen Charlotte.—Killed, Captain Robert Finnis: wounded, First Lieutenant Stokoe, severely; James Foster, midshipman, slightly.

Lady Prevost.—Wounded, Lieutenant Edward Buchan, commanding, dangerously; First Lieutenant F. Rolette, severely.

Hunter.—Wounded, Lieutenant George Bignell, commanding, severely; H. Gateshill, master's mate, slightly.

Chippeway.—Wounded, master's mate, J. Campbell, commanding, slightly.

COAST OF AFRICA.

Copy of a Letter from the Hon. Captain IRBY, *of the Amelia, addressed to J. W.* CROKER, *Esq. dated Spithead, March 22.*

" SIR,——I beg leave to inform you, for the information of the Right Hon. the Lords Commissioners of the Admiralty, that when I was about to quit Sierra Leone river for England, in H. M. S. under my command, on the 29th January, Lieutenant Pascoe arrived there with the chief part of the crew of H. M. gun-brig Daring, he having been obliged to run his vessel on shore and blow her up at Tamara (one of the Isles de Loss), in consequence of having been chased by a French frigate, in company with two other ships, apparently frigates: he reported having left them at anchor off the islands on the 27th. I immediately despatched Lieutenant Pascoe in a small schooner, to reconnoitre the enemy (he having volunteered his services); and on the 3d February he returned, having ascertained their force to be two frigates of the largest class (L'Arethuse and Le Rubis), and a Portuguese ship, their prize; that they had nearly completed their water; and, after unlading the Portuguese ship, intended to give her up to the crew, and proceed themselves to sea, to intercept our homeward trade. Conceiving that if I cruised off the Isles de Loss (in the event of their not having left them), I might be enabled to fall in with some of H. M. ships that might be coming down the coast, and also protect the vessels bound to Sierra Leone, of which I had received intelligence, I prepared to weigh; when a cartel arrived from the islands with the master and boat's crew of the Daring, and the master and crew of

another vessel they had taken, whose accounts corroborating Lieutenant Pascoe's report, I left Sierra Leone river, and worked up to the islands. Standing, at daylight on the 6th ultimo, towards the Island of Tamara, we joined the Princess Charlotte government schooner, who informed me one of the frigates was at anchor at a considerable distance to the northward from the other, which was apparently unloading the prize. I despatched the schooner to Sierra Leone, to leave directions to any ships that might arrive, to repair to me. Having neared the island in the evening, the frigate to the northward weighed, and stood out to sea; the other frigate had signals flying, and being observed at sunset with her top-sails hoisted, I stood off for the night; and the next morning, one of the frigates (I believe L'Arethuse) was just visible from the deck; it was then calm: on a breeze springing up, about noon, she stood towards us. As I had hopes of drawing her from her consort, we continued standing out to sea till sunset, when, not perceiving the other ship from the mast-head, and the breeze falling, we shortened sail, wore and stood towards her. A little after seven, the enemy observing us near him, tacked, and hoisted his colours. At forty-five minutes past seven p. m. being within pistol-shot on his weather-bow, both ships commenced firing nearly at the same time, which continued (remaining nearly in the same situation) until twenty-one minutes past eleven, when she bore up, having the advantage of being able so to do, leaving us in an ungovernable state, with our sails, standing and running rigging cut to pieces, and masts injured. During the action, we twice fell on board the enemy in attempting to thwart his hawse, when he attempted to board, but was repulsed by the marines (who were commanded by Lieutenant Simpson) and the boarders. Though I most sincerely lament the numerous list of killed and wounded, which amounted to 141, yet it is the greatest consolation in reflecting, that we were never once exposed to a raking shot, or the slightest accident occurred: all fell by fair fighting.

"It is with the most poignant regret I have to mention the names of the senior and second lieutenants, J. J. Bates and J. Pope, and Lieutenant Grainger of the marines, among the slain; they fell early in the action: having been more than five years in the ship, I have had ample opportunities of knowing their inestimable character, and the consequent loss the service has sustained by their fall. It is with equal concern I have to mention the junior lieutenant, George Wills, who fell while carrying on the duty on the quarter-deck, when I had received a wound which obliged me to quit it; and also of that good and zealous officer Lieutenant Pascoe, late of the Daring, who commanded the midship guns on the main-deck. Mr. John Bogue, late purser of the Thais (invalided) received a mortal wound below, after having been before wounded on the quarter-deck.

"When I have the misfortune to state such a severe loss, I trust it will be clear every person must have done his duty. I feel most grateful to my gallant officers and crew, as well as the supernumeraries late belonging to the Daring, for their

cool, steady, and persevering conduct, which was worthy the utmost success; but the superior force of the enemy (she carrying on her main-deck heavy French 24-pounders), the considerable quantity of gold-dust we have on board, as well as the certainty of the other frigate coming up, would have prevented me seeking a renewal of the action, if it had not been totally impracticable.

"I should not omit to mention to their lordships, the admirable conduct of Mr. De Mayne, the master, who placed the ship so ably at the commencement of the action, and his unremitting assiduity till the enemy kept away. My most grateful thanks are due to Lieutenant Simpson of the marines, and J. Collman the purser, who exerted themselves to the utmost, as well as Mr. Saunders of the African corps. Having received the greatest assistance from Lieutenant Reeve, invalided from H. M. sloop Kangaroo, who was wounded more than once during the action, I have appointed him to act as first lieutenant of the ship; Mr. S. Umfreville, master's mate, a deserving and valuable officer, as second; and Mr. E. Robinson, master's mate, who has received a severe wound, as third.

"The crippled state of the ship, and deplorable condition of the wounded, having rendered the object for which I sailed from Sierra Leone abortive, having every reason to conclude, that the state of the enemy must have been such as to have greatly foiled him in his intended operations, being much cut up about his hull, I thought myself justified in not remaining on the coast; and therefore proceeded with the intention of touching at Madeira or the Western Islands, for refreshments for the sick, which the badness of the weather prevented, and I arrived here this day. I must not omit to mention to their lordships, the high sense I entertain of the humane and skilful attention of Mr. Williamson, surgeon, and Mr. Burke, assistant, as also that of Mr. Stewart, late assistant-surgeon of the Daring, to the wounded, since this sanguinary conflict.

"I should also state, that although our numbers were apparently strong at the commencement of the action, yet, from the length of time we had been on the coast, and much reduced by sickness, we had barely our complement fit for duty, and they much enervated."

An Account *of* Monies *received from the Exchequer for Naval Services, between Jan. 5, 1813, and Jan. 5, 1814.*

	£.	s.	d.
Wages to officers and seamen	2,678,000	0	0
Half-pay to officers and bounty to chaplains	362,000	0	0
Wages to his Majesty's dock and rope-yards	1,360,000	0	0
General Services.			
Bills of exchange, imprests, salaries, pensions, marines, &c.	1,522,134	14	0
Building of ships, purchase of ships taken from the enemy, purchase of stores of every description, repairing ships, head-money, &c.	5,450,378	10	11

Victualling.	£.	s.	d.
Provisions, and all sorts of victualling stores	5,210,250	8	11
Widows' pensions	44,070	2	7½
Bills of exchange and imprests	1,043,000	0	0
Necessary and extra necessary money and contingencies	271,000	0	0
Transports.			
Freight of transports, maintenance of prisoners of war, expense of sick and wounded	3,565,790	12	11
Bills of exchange, &c.	490,000	0	0
	21,996,624	9	4½

PROMOTIONS *for* 1813.

To be Admirals of the Blue.

R. M'Douall, Esq.	4 Dec.	J. Wickey, Esq.	4 Dec.	J. Knight, Esq.	4 Dec.
Billy Douglas, Esq.	ditto	J. Fish, Esq.	ditto	E. Thornborough, Esq.	ditto

To be Vice-Admirals of the Blue.

Charles Tyler, Esq.	4 Dec.	Manley Dixon, Esq.	4 Dec.	W. Mitchell, Esq.	4 Dec.
R. Watson, Esq.	ditto	G. Losack, Esq.	ditto	Sir T. Bertie, Knt.	ditto
Rt. Hon. A. H. Gardner	do.				

To be Rear-Admirals of the Blue.

P. Wilkinson, Esq.	4 Dec.	G. H. Stephens, Esq.	4 Dec.	J. Clements, Esq.	4 Dec.
Hon. C. E. Fleming	ditto	P. Malcolm, Esq.	ditto	Sir J. Gore, Knt.	ditto
C. V. Penrose, Esq.	ditto	W. Nowell, Esq.	ditto	John Harvey, Esq.	ditto
W. Hotham, Esq.	ditto	James Bissett, Esq.	ditto		

To be Captains.

G. Downie	1 Jan.	W. Stephens	7 Oct.	B. Crispin	4 Dec.
A. R. Sharpe	22 Jan.	W. Percival	16 Oct.	E. Mounsher	ditto
Hon. R. Rodney	22 Feb.	J. Tailour	26 Oct.	J. Stuart	ditto
R. Mitford	31 Mar.	J. Smith	27 Oct.	L. Hole	ditto
H. Bain	6 Apr.	G. Falcon	29 Oct.	W. W. Daniel	ditto
R. Spear	3 May	W. O. Pell	1 Nov.	T. Fyfe	ditto
C. Milward	28 May	J. Bayley	4 Dec.	J. M'Kerlie	ditto
J. Black	29 July	E. Grey	ditto	T. R. Toker	ditto
J. N. Taylor	16 Aug.	H. J. Lyford	ditto	W. F. Carrol	6 Dec.
J. F. Maples	23 Aug.	J. Bedford	ditto	F. J. Thomas	8 Dec.
R. Bloye	23 Sept.	T. F. Kennedy	ditto	W. H. Mulcaster	29 Dec.
T. E. Symonds	29 Sept.				

To be Commanders.

F. E. Lock	6 Jan.	W. M. Godfrey	2 Feb.	T. G. Allen	6 Apr.
D. H. O'Brien	22 Jan.	A. Tisdal	16 Feb.	T. Curson	21 Apr.
Hon. R. C. Spencer	ditto	R. Russell (2)	18 Feb.	T. B. Devon	4 May
T. Prickett	30 Jan.	T. England	8 Mar.	R. Incledon	ditto
G. O. Lempriere	ditto	F. B. Spilsbury	ditto	S. Hore	13 May

E. O'Shaughnessey 22 May
G. French . . . ditto
Sir J. C. Richardson, Bart. . . . . 28 May
H. D. Chads . . . ditto
J. Moberly . . . 29 May
W. Ramsden . . 14 June
T. S. Griffinhoofe . 20 June
G. A. Westphall . 8 July
P. W. P. Wallis . 9 July
C. L. Falkiner . . ditto
H. Litchfield . . . 12 July
Hon. F. Noel . . . 29 July
J. K. Kinsman . . 5 Aug.
R. B. Bowden . . ditto
J. Shaw . . . . 9 Aug.
W. H. Herrick . . 17 Aug.
A. Mitchell . . . 24 Aug.
H. Meynell . . . ditto
D. O'Reilly . . . 23 Sept.
H. Edwards . . . 29 Sept.
J. Foote . . . . ditto
M. Wright . . . 7 Oct.

J. Rose . . . . 7 Oct.
F. Banks . . . . ditto
T. Scriven . . . ditto
T. Simpson (2) . . 20 Oct.
W. R. Jackson . . ditto
G. F. Rich . . . 26 Oct.
Hon. J. Arbuthnot . 27 Oct.
H. Lowcay . . . 29 Oct.
W. Murley . . . ditto
J. Wallis . . . . 3 Nov.
M. J. Popplewell . 6 Nov.
H. Bourne . . . ditto
T. Sykes . . . . 9 Nov.
G. Dickins . . . 13 Nov.
R. H. Barclay . . ditto
D. Pring . . . . ditto
T. B. Young . . . 24 Nov.
C. Rayley . . . 1 Dec.
W. Foreman . . . ditto
J. W. Watling . . ditto
J. Dalgleish . . . 4 Dec.
M. Conolly . . . ditto

R. Pilch . . . . 4 Dec.
W. H. Douglas . . ditto
J. Chiene . . . . ditto
J. Oliver . . . . 4 Dec.
J. Edwards (3) . . ditto
C. Cumby . . . ditto
N. Glen . . . . ditto
W. Sargent . . . ditto
R. Lowthian . . . ditto
J. Campbell (2) . . 6 Dec.
E. Whyte . . . . ditto
J. B. Umfreville . ditto
S. Roberts . . . ditto
R. Standly . . . ditto
J. Campbell . . . ditto
J. A. Murray . . ditto
D. Price . . . . ditto
J. Knatchbull . . ditto
H. Patton . . . ditto
R. Walker . . . 8 Dec.
E. W. Buchan . . 29 Dec.
C. Antony . . . ditto

To be Lieutenants.

H. Collins . . . 1 Jan.
J. Fraser . . . ditto
W. H. Quin . . . 9 Jan.
J. Kingdom (2) . . 16 Jan.
A. L. Williams . . 18 Jan.
E. Goodlad . . . 22 Jan.
G. Christie . . . ditto
G. Powell . . . . ditto
C. R. Milbourne . ditto
J. Hume . . . . ditto
R. Harris . . . . ditto
H. C. Pemberton . 25 Jan.
J. B. Boultbee . . ditto
R. Cannon . . . 26 Jan.
C. Moore (2) . . ditto
W. Hicks . . . . 30 Jan.
B. Worthington . 2 Feb.
J. Sheppard . . . ditto
J. A. Wright . . ditto
D. Rice . . . . ditto
T. Moubray . . . ditto
E. J. Cruchley . . ditto
C. Foot . . . . 3 Feb.

T. W. Holbourne . 5 Feb.
F. Brace . . . . ditto
S. H. Hemmans . ditto
B. Kingston . . . 5 Feb.
G. Tyler . . . . 6 Feb.
J. Arnall . . . . 11 Feb.
H. Bolman . . . ditto
J. Burton (2) . . 15 Feb.
S. Hodge . . . . 16 Feb.
G. Dyer . . . . 17 Feb.
A. Plymsell . . . 18 Feb.
J. T. T. Dixon . . 4 Mar.
J. C. Chesnaye . . 17 Mar.
R. Hutchison . . 19 Mar.
W. A. Brand . . 22 Mar.
H. Cosnahan . . 25 Mar.
S. C. Umfreville . ditto
W. H. Smyth . . ditto
J. Faulknor . . . ditto
G. Inglis . . . . ditto
J. Moxon . . . . 27 Mar.
J. S. Rowlands . . 29 Mar.
J. Hudson . . . 31 Mar.

J. Morrison (2) . . 31 Mar.
E. W. Showell . . 3 Apr.
J. Branford . . . ditto
J. Tyler . . . . 6 Apr.
D. Hanmer . . . 7 Apr.
J. L. Young . . . ditto
W. F. Wentworth . 13 Apr.
J. Bailey . . . . 15 Apr.
E. Robinson . . . ditto
T. Moffatt . . . 20 Apr.
M. Sparrow . . . 21 Apr.
H. M. Molineaux . ditto
A. Fanshawe . . 22 Apr.
J. Marshall . . . 12 May
C. Smith . . . . 13 May
W. Ridgeway . . 22 May
G. Cheyne . . . 25 May
C. Keith . . . . ditto
E. Jennings . . . 27 May
A. H. Wilson . . ditto
C. T. Sutton . . . ditto
W. Narracott . . 28 May
J. Hunt . . . . ditto

W. Evans	28 May	G. E. Patey	20 July	J. C. Heaslop	6 Nov.
H. Walker (2)	ditto	J. Hutchinson	ditto	K. Tully	10 Nov.
W. Hutchison	ditto	J. Pearse	22 July	W. Russell	ditto
E. H. Fitzmaurice	ditto	R. Yaldwyn	29 July	C. Beer	ditto
T. Atkinson	ditto	T. S. Shuckburgh	30 July	T. Baldock	ditto
J. T. Pasley	ditto	P. Justice	5 Aug.	W. Hobson	11 Nov.
W. Beckett (2)	29 May	M. Malloy	ditto	G. Burt	13 Nov.
W. H. Woodin	31 May	J. D. Foulkes	ditto	W. Caswell	ditto
R. B. Fenwick	3 June	W. Keats	6 Aug.	R. Conner (2)	ditto
S. Jago	3 June	A. Darley	11 Aug.	J. Harvey (1)	ditto
R. Weaver	4 June	G. Blackman	12 Aug.	R. Hoare	ditto
T. Simmonds	6 June	W. J. Townshend	15 Aug.	P. Deuchar	29 Nov.
Hon. G. J. Percival	7 June	W. Palmer	17 Aug.	R. Shebbeare	30 Nov.
J. B. Butcher	10 June	W. Trotter	19 Aug.	C. Lambert	6 Dec.
F. Hallows	14 June	H. Haskin	20 Aug.	G. F. Wood	ditto
E. Webb	ditto	W. Sterne	23 Aug.	R. Gore	ditto
T. Werge	ditto	W. Morris (2)	24 Aug.	A. Bagge	ditto
T. Fortesque	ditto	A. Buchanan	ditto	C. Haycock	ditto
A. Loftus	ditto	E. C. Earle	10 Sept.	R. Rust	ditto
C. H. Marshall	ditto	W. Flinn	11 Sept.	J. Hake	ditto
J. S. Smith	16 June	W. Stevenson	13 Sept.	J. Murray (3)	ditto
J. Jones	18 June	S. Dillon	15 Sept.	W. F. Sayer	ditto
T. Irvine	20 June	W. L. Rees	ditto	G. Ley	ditto
S. M'Cormick	21 June	H. Sleath	16 Sept.	H. J. Shannon	ditto
P. Wright	26 June	W. Daniel	ditto	R. W. Innes	ditto
E. Gordon	30 June	W. Garratt	17 Sept.	W. Richards	10 Dec.
H. S. Marsham	ditto	H. Jellicoe	23 Sept.	Hon. G. R. W. Trefusis	ditto
J. Marshall	1 July	J. Short	29 Sept.	W. H. Savage	12 Dec.
J. Coleman	2 July	F. Franks	ditto	C. R. Gordon	ditto
M. Hoyle	5 July	J. H. Bellairs	30 Sept.	R. Tait	ditto
A. Murray	ditto	J. Barnes	ditto	E. R. Williams	14 Dec.
W. Rolfe	ditto	W. Jacobs	6 Oct.	G. Wade	ditto
C. Wyvill	ditto	S. R. Weddle	8 Oct.	E. Hall	ditto
H. G. Etough	9 July	J. E. D. Serres	20 Oct.	J. Johnstone	ditto
J. B. Knocker	10 July	C. Crole	ditto	G. Mortimer	17 Dec.
M. Worsley	12 July	H. Lancaster	ditto	R. Mitchell	18 Dec.
R. H. King	ditto	A. F. Seeds	ditto	J. Ormsby	21 Dec.
N. G. Corbett	ditto	C. Hensley	ditto	W. Watt	22 Dec.
W. T. Dance	ditto	W. Moriarty	23 Oct.	D. Marsh	24 Dec.
R. C. Tomlinson	14 July	R. Brash	25 Oct.	C. H. Kempthorne	25 Dec.
W. Smith (5)	ditto	W. Garforth	ditto	R. Clark (2)	28 Dec.
W. Simkin	ditto	G. Syme	26 Oct.	W. H. Braud	30 Dec.
T. Akers	16 July	J. Salter	ditto	M. Jerrard	ditto
J. C. Seymour	ditto	R. J. Nash	29 Oct.	J. R. Booth	ditto
J. T. Spry	17 July	A. Ellice	30 Oct.	R. Tickell	ditto
G. W. C. Courtenay	19 July	J. Clark	1 Nov.	W. Drew	31 Dec.
B. Lewis	ditto	R. N. Williams	3 Nov.	J. Wallac	ditto

1814.

AT AND NEAR HOME.

The sessions of Parliament commenced on the 4th of November, 1813, when his Royal Highness the Prince Regent delivered the following speech:

"*My Lords and Gentlemen,*

"It is with the deepest regret that I am again obliged to announce to you the continuance of his Majesty's lamented indisposition.

"The great and splendid success with which it has pleased Divine Providence to bless his Majesty's arms, and those of his allies, in the course of the present campaign, has been productive of the most important consequences to Europe. In Spain, the glorious and decisive victory obtained near Vittoria has been followed by the advance of the allied forces to the Pyrennees, by the repulse of the enemy in every attempt to regain the ground he had been compelled to abandon, by the reduction of the fortress of St. Sebastian, and, finally, by the establishment of the allied army on the frontier of France. In this series of brilliant operations you will have observed, with the highest satisfaction, the consummate skill and ability of the great commander, Field-Marshal the Marquis of Wellington, and the steadiness and unconquerable spirit which have been equally displayed by the troops of the three nations united under his command.

"The termination of the armistice in the north of Europe, and the declaration of war by the Emperor of Austria against France, have been most happily accompanied by a system of cordial union and concert amongst the allied powers. The effects of this union have even surpassed those expectations which it was calculated to excite. By the signal victories obtained over the French armies in Silesia, at Culm, and at Denevitz, the efforts of the enemy to penetrate into the heart of the Austrian and Prussian territories were completely frustrated. These successes have been followed by a course of operations, combined with so much judgment, and executed with such consummate prudence, vigour, and ability, as to have led, in their result, not only to the discomfiture of all those projects which the ruler of France had so presumptuously announced on the renewal of the contest, but to the capture and destruction of the greater part of the army under his immediate command. The annals of Europe afford no example of victories more splendid and decisive than those which have been recently achieved in Saxony.

"Whilst the perseverance and gallantry displayed by the allied forces of every description engaged in this conflict have exalted to the highest pitch of glory their military character, you will, I am persuaded, agree with me in rendering the full tribute of applause to those sovereigns and princes, who, in this sacred

cause of national independence, have so eminently distinguished themselves as the leaders of the armies of their respective nations.

"With such a prospect before you, I am satisfied that I may rely, with the fullest confidence, on your disposition to enable me to afford the necessary assistance in support of a system of alliance, which, originating chiefly in the magnanimous and disinterested views of the Emperor of Russia, and followed up as it has been with corresponding energy by the allied powers, has produced a change the most momentous in the affairs of the Continent. I shall direct copies of the several conventions which I have concluded with the Northern powers to be laid before you, as soon as the ratifications of them shall have been duly exchanged. I have further to acquaint you, that I have concluded a treaty of alliance and concert with the Emperor of Austria; and that the powerful league already formed, has received an important addition of force by the declaration of Bavaria against France. I am confident you will view with peculiar satisfaction the renewal of the ancient connection with the Austrian government; and that justly appreciating all the value of the accession of that great power to the common cause, you will be prepared, as far as circumstances may permit, to enable me to support his Imperial Majesty in the vigorous prosecution of the contest.

"The war between this country and the United States of America still continues, but I have the satisfaction to inform you, that the measures adopted by the government of the United States for the conquest of Canada have been frustrated by the valour of his Majesty's troops, and by the zeal and loyalty of his American subjects. Whilst Great Britain, in conjunction with her allies, is exerting her utmost strength against the common enemy of independent nations, it must be matter of deep regret to find an additional enemy in the government of a country, whose real interest in the issue of this great contest must be the same as our own. It is known to the world, that this country was not the aggressor in this war. I have not hitherto seen any disposition on the part of the government of the United States to close it, of which I could avail myself consistently with a due attention to the interests of his Majesty's subjects. I am at all times ready to enter into discussions with that government for a conciliatory adjustment of the differences between the two countries, upon principles of perfect reciprocity, not inconsistent with the established maxims of public law, and with the maritime rights of the British empire.

"*Gentlemen of the House of Commons,*

"I have directed the estimates for the services of the ensuing year to be laid before you. I regret the necessity of so large an expenditure, which I am confident, however, you will judge to be unavoidable, when the extent and nature of our military exertions are considered. I entertain no doubt of your readiness to furnish such supplies as the public service may require. I congratulate you on the improved and flourishing state of our commerce; and I trust that the abun-

dant harvest which we have received from the bountiful hand of Providence during the present year, will afford material relief to his Majesty's people, and produce a considerable augmentation in many branches of the revenue.

"*My Lords and Gentlemen,*

"I congratulate you on the decided conviction which now happily prevails throughout so large a portion of Europe, that the war in which the allied powers are engaged against the ruler of France is a war of necessity, and that his views of universal dominion can only be defeated by combined and determined resistance. The public spirit and national enthusiasm which have successively accomplished the deliverance of the kingdoms of Spain and Portugal, and of the Russian empire, now equally animate the German people; and we may justly entertain the fullest confidence, that the same perseverance on their part will ultimately lead to the same glorious result. I cannot but deplore most deeply the continuance of this extended warfare, and of all those miseries which the insatiable ambition of the ruler of France has so long inflicted upon Europe. No disposition to require from France sacrifices of any description inconsistent with her honour or just pretensions as a nation, will ever be on my part, or on that of his Majesty's allies, an obstacle to peace. The restoration of that great blessing, upon principles of justice and equality, has never ceased to be my most anxious wish; but I am fully convinced, that it can only be obtained by a continuance of those efforts which have already delivered so large a portion of Europe from the power of the enemy. To the firmness and perseverance of this country these advantages may in a great degree be ascribed. Let this consideration animate us to new exertions, and we shall, I trust, be enabled to bring this long and arduous contest to a conclusion, which will be consistent with the independence of all the nations engaged in it, and with the general security of Europe."

On the 5th of July, Earl Bathurst moved the thanks of the House of Peers to the army, navy, militia, local militia, and volunteers of the united kingdom, for their services during the war, which was carried *nem. con.;* and on the following day a similar vote passed the Commons House of Parliament.

On the 30th January, Captain Shepheard, of his Majesty's ship Fylla, captured the French lugger privateer Inconnu, pierced for 20 guns, mounting 15, with a complement of 124 men. Attempting resistance, she had her second captain and four men killed, and four wounded: Lieutenant W. H. Pearson, first of the Fylla, and the corporal of marines, were wounded.

Copy of a Letter from Captain Phillimore *to Lord* Keith, *dated Eurotas, Plymouth Sound, March* 1.

"My Lord,——I have the honour to inform your lordship, that his Majesty's ship under my command parted company from the Rippon on Monday night, the

21st ult. in chase of a vessel, which proved to be a Swedish merchant-ship; and on Friday, the 25th, in endeavouring to rejoin the Rippon, being then in latitude 47 deg. 40 min. N. and longitude 9 deg. 30 min. W. we perceived a sail upon the lee beam, to which we gave chase. We soon discovered her to be an enemy's frigate, and that she was endeavouring to out-manœuvre us in bringing her to action; but having much the advantage in sailing (although the wind had unfortunately died away), we were enabled, at about five o'clock, to pass under her stern, hail her, and commence close action; when receiving her broadside, and passing to her bow, our mizen-mast was shot away. I then ordered the helm to be put down, to lay her on board, but the wreck of our mizen-mast lying on our quarter prevented this desirable object from being accomplished. The enemy just passed clear of us, and both officers and men of the Eurotas renewed the action with the most determined bravery and resolution, while the enemy returned our fire in a warm and gallant manner. We succeeded in raking her again, and then lay broadside to broadside. At six, 20, our main-mast fell by the board, the enemy's mizen-mast falling at the same time. At six, 50, our fore-mast fell, and the enemy's main-mast almost immediately afterwards. At ten minutes after seven she slackened her fire, but having her fore-mast standing, she succeeded in getting out of range. During the whole of the action we kept up a heavy and well-directed fire; nor do I know which most to admire, the seamen at the great guns, or the marines with their small arms, they vieing with each other who should most annoy the enemy.

"I was at this time so much exhausted by the loss of blood from a wound I had received in the early part of the action from a grape-shot, that I found it impossible for me to remain any longer upon deck; I was, therefore, under the painful necessity of desiring Lieutenant Smith (first lieutenant) to take command of the quarter-deck, and to make sail after the enemy; but, at the same time, I had the satisfaction of reflecting, that I had left the command in the hands of a most active and zealous officer.

"We kept sight of the enemy during the night by means of boats, sails, and a jigger on the ensign-staff; and before twelve o'clock the next day, Lieutenant Smith reported to me, that, by the great exertion of every officer and man, jury-courses, top-sails, stay-sails, and spanker, were set in chase of the enemy, who had not even cleared away his wreck, and that we were coming up with her fast, going at the rate of six and a half knots; that the decks were perfectly clear; and that the officers and men were as eager to renew the action as they were to commence it; but to the great satisfaction of every one on board, we perceived two sail on the lee bow, which proved to be the Dryad and Achates, and they having crossed the enemy (we only four or five miles distant) before we could get up to her, deprived us of the gratification of having her colours hauled down to us. The enemy's frigate proved to be La Clorinde, Captain Dennis Legard,

mounting 44 guns, with four brass swivels in each top, and a complement of 360 picked men.

"It is with sincere regret I have to state, that our loss is considerable, having 20 killed and 40 wounded; and I most sincerely lament the loss of three fine young midshipmen, two of whom had served the whole of their time with me, and who all promised to be ornaments to the service. Among the wounded is Lieutenant Foord of the royal marines, who received a grape-shot in his thigh while gallantly heading his party.

"I learn from Mons. Gerrard, one of the French officers, that they calculate their loss on board La Clorinde at 120 men.

"It is therefore unnecessary for me to particularize the exertions of every individual on board this ship, or the promptness with which every order was put into execution by so young a ship's company; but I must beg leave to mention the able assistance which I received from Lieutenants Smith, Graves, Randolph, and Beckham, Mr. Beadnell the master, and Lieutenants Foord and Connell of the marines; the very great skill and attention shewn by Mr. T. Cooke Jones, surgeon, in the discharge of his important duties; the active services of Mr. J. Bryan, the purser, and the whole of the warrant officers, with all the mates and midshipmen, whom I beg leave most strongly to recommend to your lordship's notice."

KILLED *and* WOUNDED *on board the Eurotas.*

Killed.—Messrs. J. Spurking, C. Greenway, and J. T. Vaughan, midshipmen; 12 seamen, 5 marines, and 1 boy.

Wounded.—Captain J. Phillimore; Lieutenant Foord, R. M.; J. Brigstocke, midshipman; J. Hutchinson, quarter-master; 29 seamen, and 6 marines.

Copy of a Letter from Captain Sir M. SEYMOUR, *dated Hannibal, at Sea, Mar. 27.*

"SIR,——I have the pleasure to acquaint you of the capture of La Sultane French frigate of 44 guns and 330 men, at a quarter-past three p. m. yesterday, after an ineffectual endeavour to disable this ship.

"When spread on the look-out for the Hebrus, at ten a. m. Isle de Bas S. E. twelve leagues, with a light breeze from S. W. it came very thick weather, and guns were heard in the N. N. E. and on its clearing up, proceeding under all sail. I found the Hebrus near me, the Sparrow in the N. W. and two enemy's frigates E. by N. five or six miles distant, one with jury top-masts and sails, and the other with double-reefed top-sails, apparently having suffered from tempest or action. We neared them fast, but on the wind changing at eleven to the N. N. W. very fresh, one hauled S. E. the other E. by N. and I directed the Hebrus, as the best sailing ship, and the Sparrow to pursue the seemingly most perfect frigate, and I lost sight of them, going at above ten knots, at two p. m. when the Hebrus was closing very fast, and afterwards, about three, four guns were heard. The other

ship is L'Etoile, which, with La Sultane, lost each 20 killed and about 30 wounded, in action with the Creole and Astrea off the Isle of Mayo two months since, and each had 350 men on sailing from the Loire.

"I have given charge of the prize to Lieutenant Crouch, an able officer, who has served many years with me."

The Hebrus continued in pursuit of L'Etoile the whole day, with all her canvas spread. "About midnight," says Captain Palmer in his official despatch, "the enemy reached the Race of Alderney, and the wind scanting, we began to gain upon him fast. By the time he had run the length of Point Jabourg, leading into the bay of La Hogue, he was obliged to attempt rounding it almost within the wash of the breakers; and here, after an anxious chase of fifteen hours, and running him upwards of 120 miles, we were fortunate enough, between one and two in the morning, to bring him to battle: we crossed his stern, our jib-boom passing over his top-sail, and shot in betwixt him and the shore, in eight fathoms' water, and it falling nearly calm at this time, the ships continued nearly in the same spot until the conclusion of the action. At its commencement we suffered considerably in our rigging: the enemy firing high, he shot away our fore-top-mast and fore-yard, crippled our main-mast and bowsprit, and cut away almost every shroud-stay and brace we had. Our fire from the first, and throughout, was directed at our opponent's hull; and the ships being as close together as they could be without touching, he suffered most severely, every shot which struck passing through him. About four o'clock his mizen-mast fell by the board, and his fire ceased, when, after an obstinate contest of two hours and a quarter, he hailed us to say that he had struck his colours. The moment we got possession, it became necessary to put the heads of both ships off shore, as well from the apprehension of grounding, as to get them clear from a battery which had been firing at both of us during the whole action, those on shore not being able, from the darkness, to distinguish one from the other: fortunately the tide set us round the point, and we anchored soon afterwards in Vauville bay, in order to secure our masts as well as we were able.

"The prize proves to be L'Etoile French frigate, mounting 44 guns, 20 18-pounders on the main-deck, and the remainder carronades, with a complement of 320 men; she was commanded by Mons. H. P. Philibert, capitaine de frégate, who was returning, together with La Sultane (the other frigate), from a four months' cruise to the westward. L'Etoile is a very fine frigate, quite new, and sails well: she lost in the action 40 killed, and upwards of 70 wounded; her masts which remained are shot through, and her hull is extremely shattered, having four feet water in her hold at the time she surrendered. We are also a good deal cut up; several of our guns dismounted; and I have to regret the loss of some brave men, 13 killed, and 25 wounded, some of them I fear dangerously."

Amongst the former, was a most promising young gentleman, Mr. P. A. Crawley, midshipman, who fell, unhappily, early in the action.

" I cannot, sir, sufficiently express to you, how much I have to admire in the conduct of every one whom I had the pleasure to command upon this occasion. I beg most earnestly to recommend Mr. R. M. Jackson, the senior lieutenant; as also to give my best testimony to the exertions of the junior lieutenants, Messrs. Addis and Cocks, together with Lieutenants Griffith and M'Laughlin of the marines. To Mr. M'Gowan, the master, I am much indebted for the skill and care with which he conducted the steerage of the ship during a period of much difficulty and peril. Mr. Maddox, the purser, very handsomely volunteered his attendance on deck, where he rendered good service.

" I cannot close this letter without observing, that I derived the greatest assistance from the professional ability of Captain W. Sargent of the navy, who was serving on board with me as a volunteer."

MEDITERRANEAN.

Copy of a Letter from Captain HOSTE *to Rear-Admiral* FREEMANTLE, *dated Bacchante, Jan. 5.*

" SIR,——I have much satisfaction in acquainting you, that, after ten days' cannonade, the fortress of Cattaro surrendered by capitulation this morning to his Majesty's ships named in the margin*. The terms I granted to the garrison are, to lay down their arms on the Marine, to be transported to some port in Italy, to be considered prisoners of war, and not to serve against England or her allies till regularly exchanged.

" It is unnecessary that I should enter further into detail, than to say, that, by the exertions of the officers and crews of both ships, our batteries were enabled to open from four different points on the castle and works at daylight on Christmas morning; that, on the 1st of January, two additional batteries of 18 and 32-pounders were opened, and played against the castle; and that, on the 3d, I had arranged every thing with the chief of the Montenegrins for a general assault, when the commandant, General Gauthiar, sent out, expressing his wish to capitulate.

" Our loss, I am happy to say, has been trifling: one seaman killed, and Lieutenant Haig, of the royal marines, slightly wounded.

" The mouths of the Cattaro are now freed of the enemy, sir; and in bringing this business to a successful issue, the officers and men have exerted themselves to the utmost.

" We have received no assistance but from a few Montenegrins; we have had to trust to our own resources alone, and we have found them in the zeal and perseverance which have actuated all parties. From the exertions of Captain

* Bacchante and Saracen.

Harper of the Saracen, and Lieutenant Milbourne of the Bacchante, two 18-pounders and two mortars were got up the range of mountains before Cattaro, to the astonishment of friends and foes; and what was deemed impracticable by the French general, was completed in ten days. The zeal and activity of Captain Harper are well known to you, sir, and I assure you, in no instance have they been more conspicuous than on the present occasion; he is a most invaluable officer. It is my duty to mention the meritorious conduct of Lieutenants Milbourne and Rees (acting) of the Bacchante, Lieutenant Hancock of the Saracen, Mr. Vale, master of ditto, Lieutenant Haig, royal marines of Bacchante, and Mr. Charles Bruce, midshipman of Bacchante; and the whole of the officers and men of both ships have tried to excel each other on this occasion.

"The torrents of rain, and the fatigues and privations attending an attack of a fortress like Cattaro at this season of the year, have been borne with a cheerfulness that entitled them to every praise. I cannot conclude this, without acknowledging, in the warmest terms, the active assistance I have received from Captain Angelo, of Lieutenant-General Campbell's staff, who was waiting in the Bacchante for a passage to join the lieutenant-general at Zante; his zeal and ability have supplied many deficiencies on our part, and have considerably tended to the speedy reduction of the place."

Copy of a Letter from Captain HOSTE *to Rear-Admiral* FREEMANTLE, *dated Bacchante, before Ragusa, Jan.* 29.

"SIR,——My letter of the 6th instant will have acquainted you of the capture of Cattaro, and of my intention to attack this place as soon as the artillery and stores necessary for the siege were embarked from that fortress. On my arrival here on the 19th, I found this place invested by the Austrian General Mitutinovitch with two Croat battalions, but not a single piece of artillery had arrived; four mortars and two guns were immediately landed from the Bacchante, and opened on the works of the town and Fort Lorenzo on the morning of the 22d: the enemy returned a heavy fire from all their batteries. The approach to Ragusa is extremely difficult, from the commanding situation of Fort Imperial and the Island of Croma, and it became an object of importance to secure this latter port before we could advance our batteries: two 18-pounders were therefore landed, and by the great exertions of the officers and seamen under Lieutenant Milbourne, third of this ship, one gun was brought round the mountains at the back of Ragusa, a distance full six miles, and placed immediately opposite the island, which it completely commanded.

"The French general, however, on the morning of the 27th, sent out a truce, to request our batteries would cease; and a capitulation was commenced and signed on the 28th, for the surrender of the town and its dependencies. The British and Austrian troops took possession the same day. 120 Pieces of cannon were

mounted on the works of the town and Fort Lorenzo, 21 in Fort Imperial, and 11 in the Island of Croma, with a garrison of 500 men, and nearly six weeks' provisions. The garrison are prisoners of war, not to serve against England or her allies until regularly exchanged. His Majesty's ship Elizabeth arrived here on the 27th, but Captain Gower very handsomely declined interfering in the negociation. I am happy to say that the best understanding has prevailed between the allied troops, and General Milutinovitch has expressed himself in the handsomest terms for the assistance he has received.

"The object for which you sent me here, sir, is now, I believe, obtained, by the expulsion of the French troops from the provinces of Cattaro and Ragusa; and it only remains for me to mention the meritorious conduct of all the officers and men who have shared the fatigues and privations attending it. I beg leave also to mention the great assistance I have received from Captain Angelo, of Lieutenant-General Campbell's staff, who accompanied me from Cattaro, both there and at this place: his ready and active services have considerably diminished the difficulties we have met with. The limits of a despatch will not allow me to enter further into detail, but I can assure you, sir, that every officer and man under my command has strictly performed his duty. The loss of the British during the siege has been one seaman killed and ten severely wounded."

Extract of a Letter from Sir E. Pellew, *dated Caledonia, off Toulon, Feb.* 13.

"Sir,——A few minutes after daylight this morning, a detachment of three sail of the line and three frigates, under a rear-admiral's flag, was discovered under all sail standing to the southward, to which general chase was given.

"A little after eight a.m. they tacked together, and stood towards Porqueralle, abreast, with a strong wind, just then sprung up: half an hour after, the fleet tacked also. The enemy, then visible from our tops, was pressing to get within the islands through the grand and petit passes to Toulon. The fleet crowded all sail to cut them off.

"The Boyne, leading in the most handsome manner, followed by the Caledonia, could only, with every exertion, bring the Romulus, the sternmost of the line-of-battle ships, to action, which she closely engaged in a very superior style, receiving the fire of the other ships crossing her ahead. The enemy was running before the wind at the rate of ten knots, and so close to the rocks, that perceiving he could not be stopped without the inevitable loss of the Boyne and Caledonia, I waved to Captain Burlton to haul to the wind, deeply mortified that his persevering gallantry could not be rewarded. The fire of the Romulus had been repeatedly silenced, and in her disabled state was evidently much pressed. The able manner in which that ship was handled, in a very critical position, called from me a public expression of my gratitude."

Loss *on board the Boyne.*

Killed.—G. Terry, midshipman, and W. Collins, armourer's mate.

Wounded.—S. Saunders, midshipman, and 39 men.

Copy of a Letter from Rear-Admiral FREEMANTLE *to Sir* E. PELLEW, *dated Milford, Feb.* 16.

" SIR,——The fall of Ragusa makes the allies masters of every place in Dalmatia, Croatia, Istria, and the Frioul, with all the islands in the Adriatic.

" I beg leave to transmit a statement of the several places taken by the squadron since I have had the command in this gulph.

" Agosta and Carzola, containing 124 guns and 70 men; taken by the Apollo, Imogen, and a detachment of troops from Lissa.

" Lupana, containing 39 men; taken by the boats of the Saracen.

" Fiume and Porto Rhé, containing 67 guns, 90 vessels, and 500 stand of arms, besides military stores; taken by the Milford, Elizabeth, Eagle, Bacchante, and Haughty.

" Farazina, containing 5 guns; taken by the Eagle.

" Isle of Mezzo, containing 6 guns and 59 men; taken by the Saracen and Weasel.

" Ragosuizza, containing 8 guns and 66 men; taken by the boats of the Milford and Weasel.

" Citta Nuova, containing 4 guns; taken by the Elizabeth and Bacchante.

" Rovigno, containing 4 guns; taken by the Tremendous.

" Pola, containing 50 guns; taken by the Wizard, a party of the Milford's marines, and 50 Austrians.

" Stagno, containing 12 guns and 52 men, besides military stores; taken by the Saracen and a party of Austrians.

" Lesina and Brazza, containing 24 guns; taken by the Bacchante's boats, and 35 men from the garrison of Lissa.

" Trieste, containing 80 guns; taken by the Milford, Eagle, Tremendous, Mermaid, Wizard, and Weasel, in co-operation with 1500 Austrians.

" Cortellazzo and Cavalino, containing 8 guns and 90 men; taken by the Elizabeth and a party of Austrians.

" Four forts at the entrance of the Po, containing 24 guns and 100 men; taken by the Eagle, Tremendous, Wizard, 500 English and 2000 Austrian troops.

" Zara, containing 110 guns, 18 howitzers, 350 men, 100 guns dismounted, and 12 gun-boats; taken by the Havannah and Weasel, with 1500 Austrians.

" Cattaro, containing 130 guns and 900 men; taken by the Bacchante and Saracen.

"Ragusa, containing 138 guns and 500 men; taken by the Bacchante, Saracen, and 400 Austrians.

"Carlobago, containing 12 guns and 150 men; taken by the Bacchante."

Copy of a Letter from Sir J. ROWLEY, *dated America, March* 31.

"SIR,——I have much satisfaction in informing you, that the forces of Santa Maria, with the forts and defences on the gulph of Spezzia, are in the occupation of his Majesty's arms.

"On the 25th inst. I anchored with the squadron, as per margin*, off Lerici, the Hon. Captain Dundas having preceded us with the Edinburgh and Swallow, to accompany the movements of the troops under Major-General Montresor, dismantling the batteries as the enemy retired on their advance. A party of them endeavoured to reoccupy Lerici, but Captain Dundas, with the marines, was beforehand with them; and the enemy, after some firing from the boats of the squadron, retreated from the town.

"On the following morning a deputation from the inhabitants of Spezzia came on board, when I learned that the French had, during the night, evacuated that town and all the defences of the gulph, except the fortress of Santa Maria, which I sent an officer to summons, but found they were prepared to defend it. We immediately weighed, and anchored the ships in a position between Spezzia and the fortress, which in the evening, on the arrival of the troops, was invested. Strong parties of seamen were landed from the ships, and six 18-pounders from the Edinburgh, by the active exertions of the Hon. Captain Dundas, were got up the heights through the most difficult places, and three batteries constructed, on which there were mounted a 36 and 24-pounder, and two 13-inch mortars were remounted on one of the dismantled forts, with two additional howitzers, under the direction of Lieutenant Bazalgette of this ship, and a battery of two 36-pounders, under similar circumstances, by Lieutenant Mapleton of the Edinburgh; and at five p. m. on the 29th, on a refusal from the enemy to capitulate, the fire from the whole opened on that fortress: it was kept up occasionally during the night, and renewed at daylight on the following morning with such vigour and effect, as completely to silence that of the enemy. Preparations were making to storm, but at eleven the enemy shewed a flag of truce, and capitulated.

"I feel much pleasure in having to report the zealous, able, and indefatigable exertions of the officers and men employed in the above service. To the Hon. Captain Dundas, who undertook the general direction of the seamen on shore, I am particularly indebted; and to Captains Mounsey and Stowe, and Captain State of his Sicilian Majesty's corvette Aurora, my thanks are due for their assistance. To Captain Flin, Lieutenants Bazalgette, Mapleton, Croker, and Molesworth, Mr. Glen, master of the America, and Mr. Breary, mate of the Edinburgh, who had

* America, Edinburgh, Furieuse, Swallow, Cephalus, Aurora, and Sicilian corvette.

the direction of the guns in the batteries, much credit is due: the condition of the fort on its surrender plainly evinced the effect of their fire.

"A division of the Sicilian flotilla of gun-boats was conducted in a gallant and able manner by Lieutenant Hunte, and much distinguished themselves. A detachment of royal marines, under Captain Rea, had been landed, to act with the advance of Lieutenant-Colonel Travers, who makes favourable mention of their conduct. I am much indebted to Lieutenant-Colonel Travers, who commanded the troops, for his cordial co-operation, and to Major Pym of the royal artillery, and Captain Tylden of the engineers, for their assistance in directing our people at the batteries.

"I am happy to add, that our loss is trifling, considering the means of annoyance possessed by the enemy."

Copy of a Letter from Sir J. Rowley, *dated America, April* 18.

"Sir,——I have the honour to inform you, that, in pursuance of my communication of the 31st ult. from Leghorn roads, I sailed from thence on the 7th of April, with his Excellency Lieutenant-General Lord William Bentinck on board. After various communications with the troops at Spezzia, and other parts of the coast, we anchored off Recce, in the gulph of Genoa, on the 11th. The Hon. Captain Dundas had, with the Edinburgh, Rainbow, and some of the flotilla, during my absence, co-operated with the advance of the army with his usual activity and zeal.

"On the 13th, the transports having arrived from Sicily, the troops were immediately landed, and the ships and gun-boats moved on in advance with the army. On the 17th, every preparation being made for the attack, at daylight the army moved forwards to drive the enemy from their positions without the town of Genoa. The gun and mortar-vessels, with the ships' boats, armed with carronades, were advanced along the sea-line to attack the batteries: the greater part of the marines, under the command of Captain Rea, royal marines, were also embarked in the transports' boats, ready to land as occasion might require. As soon as the troops advanced, the whole of the gun-vessels and boats opened their fire with such effect, that on the landing of the seamen and marines, and preparing to storm, the enemy deserted their batteries, and the whole of the sea-line without the walls, which were instantly taken possession of, and soon turned on the place, by this means drawing off a considerable portion of the enemy's fire. The arrival of the Caledonia afforded you, sir, an opportunity of witnessing the remaining operations, and the spirited fire which was kept up at the battery, under the directions of Lieutenants Bazalgette and White, against a very superior one of the enemy, by which I regret to state, that Lieutenant Bewick of the Pylades, an officer of much promise, was killed.

"My warmest thanks are due to the whole of the captains, officers, seamen,

and marines, whom I had the honour to have placed under my orders, for their zealous and active co-operation while under my command. I was particularly indebted to Captain Brace for his able assistance: he was so good as to direct the advance of the boats and gun-vessels. Captains Dundas and Hamilton have, as usual, been most assiduous in forwarding the operations of the troops; and my thanks are due to Captains Power and Wemyss for their ready assistance. Captain Flin had volunteered to head a party of seamen, who were landed, with scaling-ladders, to storm one of the hill-forts, had it been necessary. Captain Thompson, in the Aboukir, who, assisted by the ships and vessels as per margin*, blockaded the fort, conducted, with much effect, a false attack to the westward of the town, which drew off a considerable number of the enemy's troops.

"I have again occasion to notice the good conduct of the Sicilian flotilla, which were well led by Lieutenant Pengally. I beg that I may be permitted to bring to your notice Lieutenant Bazalgette, senior of this ship, whose services I have long had reason to appreciate. That active officer, Lieutenant Mapleton of the Edinburgh, I am sorry to say has been wounded while on service with the army. I am indebted to Lieutenant Bailey, principal agent of the transports, for the zeal and ability with which he has conducted the service of that department."

List *of the Enemy's Ships and Vessels of War captured at Genoa on the Surrender of that Fortress, April* 18.

Brilliant, of 74 guns; ready for launching.
Coureur brig, of 16 24-pounders and 2 long 9-pounders.
Renard brig, of 14 24-pounders and 2 long 9-pounders.
Endymion brig, of 14 24-pounders and 2 long 8-pounders.
Sphynx brig, of 18 guns; new; equipping.
A ship, name unknown, of 74 guns; in frame.

NORTH AMERICA.

Extract of a Letter from Captain Hayes *to Sir* J. B. Warren, *dated Majestic, at Sea, Feb. 5.*

"Sir,——I have the honour to acquaint you, that on my way from St. Michael's to Madura in the execution of your orders, at daylight in the morning of the 3d instant, in lat. 37 deg. and long. 20 deg. being then in chase of a ship in the N. E. supposed to be one of the enemy's cruisers, three ships and a brig were discovered about three leagues off, in the S.S.E. of a very suspicious appearance; and not answering the private signal, I gave over the pursuit of the ship to the northward and eastward, hoisted my colours, and proceeded to reconnoitre the southern squadron, when two of the ships immediately gave chase to me. On closing within four miles, I observed them to be 44-gun frigates, a ship mounting

* Aboukir, Iphigenia, Furieuse, Swallow, and Cephalus.

20 guns, and a brig, which I could not perceive to be armed. I determined to force them to shew their colours, which they appeared to wish to avoid; and for that purpose stood directly for the headmost frigate, when she shortened sail, and brought-to for the other to close. I now made all sail, in the hope of getting alongside of her before it could be effected; but in this I was foiled, by her wearing, making sail, and joining the other; and taking a station ahead and astern, with the 20-gun ship and brig on the weather bow, they stood to the S. S. E. with larboard studding-sails, and all the sail that could be carried, the sternmost hoisting French colours: at a quarter of an hour past two o'clock, she opened a fire from the aftermost guns upon us. At three o'clock, being in a good position, going ten knots an hour, I commenced firing with considerable effect, the shot going either through or just over the starboard-quarter to the forecastle over the larboard bow, when, at forty-nine minutes past four, she struck her colours to his Majesty's ship Majestic under my command. The wind increasing, the prize in a state of confusion, and night fast approaching, obliged me to stay by her, and to suffer the other frigate, with the ship and brig, to escape. The sea got up very fast, so that only 100 of the prisoners could be exchanged, and even in effecting this one boat was lost, and two prisoners drowned: this I hope, sir, will plead my apology for not bringing you the whole of them.

"The captured ship is the Terpsichore of 44 guns, 18 and 24-pounders, and 320 men, Breton Francois de Sire, capitaine de frégate. The other was the Atalante, sister ship, exactly of the same force. They sailed from the Scheldt on the 20th of October, and went to L'Orient, from whence they sailed again on the 8th of January, in company with La Yade, a similar ship, which parted from them in lat. 45 deg. and long. 16 deg. 40 min. The enemy had only three men killed, six wounded, and two drowned. The Majestic none.

"The officers and men I have the honour to command conducted themselves on this occasion as I expected they would do."

On the 20th April, Captain H. Pigot, of the Orpheus, captured, after a chase of sixty miles, the United States' ship Frolic, commanded by Master-Commandant Joseph Bainbridge. She mounted 20 32-pound carronades and 2 long 18's, with 171 men; but a few minutes before striking her colours, she threw all her lee guns overboard, and continued throwing also her shot, small arms, &c. until taken possession of. She was a remarkably fine ship, of 500 tons.

Copy of a Letter from Commodore Sir J. L. Yeo *to* J. W. Croker, *Esq. dated May* 9.

"Sir,——My letter of the 15th April last will have informed their lordships, that his Majesty's ships Prince Regent and Princess Charlotte were launched on the preceding day. I have now the satisfaction to acquaint you, for their lord-

ships' information, that the squadron, by the unremitting exertions of the officers and men under my command, were ready on the 3d instant, when it was determined by Lieutenant-General Drummond and myself, that an immediate attack should be made on the forts and town of Oswego, which, in point of position, is the most formidable I have seen in Upper Canada; and where the enemy had, by river navigation, collected from the interior several heavy guns and naval stores for the ships, and large depôts of provisions for their army. At noon on the 5th we got off the port, and were about to land, when a heavy gale from the N.W. obliged me to gain an offing. On the morning of the 6th, every thing being ready, 140 troops, 200 seamen armed with pikes, under Captain Mulcaster, and 400 marines, were put into the boats. The Montreal and Niagara took their stations abreast, and within a quarter of a mile of the fort, the Magnet opposite the town, and the Star and Charwell to cover the landing, which was effected under a most heavy fire of round, grape, and musketry, kept up with great spirit. Our men having to ascend a very steep and long hill, were consequently exposed to a destructive fire: their gallantry overcoming every difficulty, they soon gained the summit of the hill, and throwing themselves into the fosse, mounted the ramparts on all sides, vieing with each other who should be foremost. Lieutenant Laurie, my secretary, was the first who gained the ramparts, and Lieutenant Hewett climbed the flag-staff under a heavy fire, and in the most gallant manner struck the American colours, which had been nailed to the mast.

"My gallant and much-esteemed friend, Captain Mulcaster, led the seamen to the assault with his accustomed bravery, but I lament to say that he received a dangerous wound in the act of entering the fort, which I apprehend will, for a considerable time, deprive me of his valuable services. Mr. Scott, my first lieutenant, who was next in command, nobly led them on, and soon gained the ramparts. Captain O'Connor of the Prince Regent, to whom I intrusted the landing of the troops, displayed great ability and cool judgment, the boats being under a heavy fire from all points.

"Captain Popham in the Montreal anchored his ship in a most gallant style, sustaining the whole fire till we gained the shore: she was set on fire three times by red-hot shot, and much cut up in her hull, masts, and rigging. Captain Popham received a severe wound in his right hand, and speaks in high terms of Mr. Richardson the master, who, from a severe wound in his left arm, was obliged to undergo amputation at the shoulder-joint.

"Captain Spilsbury of the Niagara, Captain Dobbs of the Charwell, Captain Anthony of the Star, and Captain Collier of the Magnet, behaved much to my satisfaction.

"The second battalion royal marines excited the admiration of all; they were led by the gallant Colonel Malcolm, and suffered severely. Captain Holtaway, doing duty in the Princess Charlotte, gallantly fell at the head of his company.

" Having landed with the seamen and marines, I had great pleasure in witnessing not only the zeal and prompt attention of the officers to my orders, but also the intrepid bravery of the men, whose good and temperate conduct, under circumstances of great temptation (being a whole night in the town, employed in loading the captured vessels with ordnance, naval stores, and provisions,) most justly claim my approbation and acknowledgments; and I beg leave to recommend to their lordships' notice, the services of my first lieutenant, Mr. Scott, and of my aide-de-camp, Acting-Lieutenant Yeo, to whom I beg leave to refer their lordships for information: nor should the meritorious exertions of Acting-Lieutenant Griffin, severely wounded in the arm, or Mr. Brown, both of whom were attached to the storming party, be omitted.

" It is a great source of satisfaction to me, to acquaint their lordships, that I have on this, as on all other occasions, received from Lieutenant-General Drummond that support and attention which never fail in securing perfect cordiality between the two services.

" I herewith transmit a list of the killed and wounded."

LIST *of* KILLED *and* WOUNDED.

Prince Regent.—1 Seaman killed; G. A. C. Griffin, acting-lieutenant, and 2 seamen, wounded.

Princess Charlotte.—1 Seaman killed; Captain W. H. Mulcaster wounded.

Montreal.—1 Seaman killed; Captain S. Popham, Mr. J. Richardson, master, and 4 seamen, wounded.

Royal Marines.—Captain Holtaway, 2 sergeants, 1 corporal, and 2 privates, killed; J. Hewett, lieutenant, 1 sergeant, 2 corporals, and 23 privates, wounded.

Copy of a Letter from Captain S. POPHAM *to Commodore Sir* J. L. YEO, *dated Sackett's Harbour, June* 1.

" SIR,——Having obtained certain information that the enemy's boats, with their guns and stores, had taken shelter in Sandy Creek, I proceeded to that place (having ordered Captain Spilsbury to accompany me), and reached the entrance of it shortly after daylight yesterday morning. I landed, accompanied by Captain Spilsbury and some of the officers, and having reconnoitred their position, determined on an immediate attack. The masts of their boats (consisting of 18) were plainly seen over the marsh, and, from their situation, did not appear to be very near the woods; and their not attempting to interrupt our entry into the creek, led me to hope they were only protected by the militia. This circumstance, added to the very great importance of the landing of their boats to the equipment of their squadron, was a strong motive to me to risk the attack, not aware that they brought their riflemen in their boats, and that a body of Indians had accompanied them along the beach.

" The boats advanced cautiously to within about a quarter of a mile of the

enemy, when Lieutenant Cox of the royal marines was landed, with the principal part of his men, on the left bank; and Captain Spilsbury and Lieutenant Browne with the cohorn and small-arm party, accompanied by Lieutenant M'Keagh with a few marines, were landed on the right bank. Their respective parties advanced on the flanks of the gun-boats (which had, from their fire, dispersed a body of Indians), to a turning which opened the enemy's boats to our view, when, unfortunately, the 68-pounder carronade, on which much depended, was disabled: seeing us pull the boat round, to bring the 24-pounder to bear, the enemy thought we were commencing a retreat, when they advanced with their whole force, consisting of 150 riflemen, near 200 Indians, and a numerous body of militia and cavalry, which soon overpowered the few men I had. Their resistance was such as I should have expected from a brave and well disciplined body; but opposed to such numbers, all was unavailing: their officers set them an example honourable to themselves, and worthy a better fate. Captain Spilsbury, for a time, checked the advance of the enemy, by the fire he kept up with the cohorn and his party; and I feel much indebted to him for his conduct throughout. Lieutenants Cox and M'Keagh, who nobly supported the honour of their corps, are, I am sorry to say, dangerously wounded. Mr. Hoare, master's mate of the Montreal, whose conduct was conspicuous throughout, is the only officer killed. Our loss in killed and wounded (mostly dangerous) is great*.

" The winding of the creek, which gave the enemy great advantage in advancing to intercept our retreat, rendered any further perseverance unavailing, and would have subjected the men to certain death.

" Lieutenants Majoribanks and Rowe, in the rear, with the small boats, did every thing in their power; and Lieutenant Loveday's exertions, in the Lais gun-boat, were such as I was much pleased with. The exertions of the American officers of the rifle corps, commanded by Major Appling, in saving the lives of many of the officers and men, whom their own men and the Indians were devoting to death, were conspicuous, and claim our warmest gratitude."

Copy of a Letter from Captain A. Dobbs *to Sir* J. Yeo, *dated August* 13.

" Having succeeded in getting my gig and five batteaux across from the Niagara river to Lake Erie, a distance of eight miles by land, I last night attacked the three enemy's schooners that had anchored close to Fort Erie, for the purpose of flanking the approaches to that fort; two of them were carried sword in hand in a few minutes, and the third would certainly have fallen, had the cables not been cut, which made us drift to leeward of her, among the rapids. The schooners taken are the Ohio and Somers, commanded by lieutenants, and mounting three long 12-pounders, with a complement of 35 men each. My gallant friend, Lieutenant Radcliffe, and one seaman, fell in the act of boarding,

* 18 Killed, and 50 wounded.

which, with four wounded, is our loss. The enemy had one man killed and seven wounded; among the latter is Lieutenant Conklin, commanding the squadron, as well as two of his officers. The steady and gallant conduct of the officers, seamen, and marines employed on this occasion, was such as to have insured me success against a greater force, and has called forth a very handsome general order from his Honour Lieutenant-General Drummond. I beg leave particularly to mention Mr. Grinded, mate of the Star, and Mr. Hyde, mate of the Charwell, not only for their gallant conduct in the attack, but for their skill in bringing their vessels into this river, through shoals and rapids, and under a constant and heavy fire."

On the 12th July, Captain A. Brine of the Medway, captured the United States' brig of war Syren, pierced for 18 guns, 16 mounted, with a complement of 137 men.

Copy of a Letter from Sir A. COCHRANE, K. B. *to* J. W. CROKER, *Esq. dated in the Patuxent, Sept.* 2.

" I have the honour to acquaint you, for the information of my Lords Commissioners of the Admiralty, of the proceedings of his Majesty's combined sea and land forces since my arrival with the fleet within the capes of Virginia; and I beg leave to offer my congratulations to their lordships upon the successful termination of an expedition, in which the whole of the enemy's flotilla under Commodore Barney has been captured or destroyed; his army, though greatly superior in numbers, and strongly posted with cannon, defeated at Bladensburg; the city of Washington taken; the Capitol, with all the public buildings, military arsenals, dock-yard, and the rest of their naval establishment, together with a vast quantity of naval and military stores, a frigate of the largest class ready to launch, and a sloop of war afloat, either blown up or reduced to ashes.

" Such a series of successes in the centre of an enemy's country, surrounded by a numerous population, could not be acquired without loss; and we have to lament the loss of some valuable officers and men: but considering the difficulties the forces had to contend with, the extreme heat of the climate, and their coming into action at the end of a long march, our casualties are astonishingly few. Rear-Admiral Malcolm joined me with the expedition from Bermuda on the 17th; and as I had gained information from Rear-Admiral Cockburn, whom I found in the Potowmack, that Commodore Barney, with the Baltimore flotilla, had taken shelter at the head of the Patuxent; this afforded a pretext for ascending that river to attack him near its source, above Pig Point, while the ultimate destination of the combined force was Washington, should it be found that the attempt might be made with any prospect of success. To give their lordships a more correct idea of the place of attack, I send a sketch of the country, upon which

the movements of the army and navy are pourtrayed: by it their lordships will observe, that the best approach to Washington is by Port Tobacco upon the Potowmack, and Benedict upon the Patuxent, from both of which are direct and good roads to that city, and their distances nearly alike: the roads from Benedict divide about five miles inland; the one by Piscataway and Bladensburg, the other following the course of the river, although at some distance from it, owing to the creeks that run up the country; this last passes through the towns of Nottingham and Marlborough to Bladensburg, at which town the river called the Eastern Branch, that bounds Washington to the eastward, is fordable, and the distance is about five miles. There are two bridges over this river at the city; but it was not to be expected that the enemy would leave them accessible to an invading army. Previously to my entering the Patuxent, I detached Captain Gordon of his Majesty's ship Seahorse, with that ship, and the ships and bombs named in the margin*, up the Potowmack, to bombard Fort Washington (which is situated on the left bank of that river, about ten or twelve miles below that city), with a view of destroying that fort, and opening a free communication above, as well as to cover the retreat of the army, should its return by the Bladensburg road be found too hazardous, from the accession of force the enemy might obtain from Baltimore; it was also reasonable to expect, that the militia from the country, from the northward and westward, would flock in, so soon as it should be known that their capital was threatened.

" Captain Sir P. Parker, in the Menelaus, with some small vessels, was sent up the Chesapeake, above Baltimore, to divert the attention of the enemy in that quarter; and I proceeded with the remainder of the naval force and the troops up this river, and landed the army, on the 19th and 20th, at Benedict.

" So soon as the necessary provisions and stores could be assembled and arranged, Major-General Ross with his army moved towards Nottingham; while our flotilla, consisting of the armed launches, pinnaces, barges, and other boats of the fleet, under the command of Rear-Admiral Cockburn, passed up the river, being instructed to keep upon the right flank of the army, for the double purpose of supplying it with provisions, and, if necessary, to pass it over to the left bank of the river, into Calvert county, which secured a safe retreat to the ships, should it be judged necessary. The army reached Nottingham on the 21st, and on the following day arrived at Marlborough; the flotilla continued advancing towards the station of Commodore Barney, about three miles above Pig Point, who, although much superior in force to that sent against him, did not wait an attack, but, at the appearance of the boats, set fire to his flotilla, and the whole of his vessels, excepting one, were blown up.

" For the particulars of this well-executed service, I must refer their lordships to Rear-Admiral Cockburn's report, No. I. who, on the same evening, conveyed

* Euryalus, Devastation, Etna, Meteor, Manley, and Erebus.

to me an account of his success, and intimation from Major-General Ross, of his intention to proceed to the city of Washington, considering, from the information he had received, that it might be assailed, if done with alacrity; and in consequence, had determined to march that evening upon Bladensburg. The remaining boats of the fleet were immediately employed in conveying up the river supplies of provisions for the forces on their return to Nottingham, agreeably to an arrangement made by Rear-Admiral Cockburn, who proceeded on in company with the army.

"The report, No. II. of the rear-admiral, will inform their lordships of the brilliant successes of the forces after their departure from Marlborough, where they returned on the 26th, and having reached Benedict on the 29th, the expedition was embarked in good order.

"On combined services, such as we have been engaged in, it gives me the greatest pleasure to find myself united with so able and experienced an officer as Major-General Ross, in whom are blended those qualities so essential to promote success, where co-operation between the two services becomes necessary; and I have much satisfaction in noticing the unanimity that prevailed between the army and navy; as I have also in stating to their lordships, that Major-General Ross has expressed his full approbation of the conduct of the officers, seamen, and marines, acting with the army. I have before had occasion to speak of the unremitting zeal and exertions of Rear-Admiral Cockburn, during the time he commanded in the Chesapeake under my orders: the interest and ability which he has manifested throughout this late arduous service, justly entitle him to my best thanks, and to the acknowledgments of the Lords Commissioners of the Admiralty.

"Rear-Admiral Malcolm, upon every occasion, and particularly in his arrangement for the speedy re-embarkation of the troops, rendered me essential assistance; and to him, as well as to Rear-Admiral Codrington, captain of the fleet, I am indebted for the alacrity and order with which the laborious duties of conveying supplies to the fleet were conducted.

"For the conduct of the captains and officers employed in the flotilla and with the army, I must beg leave to refer their lordships to the reports of Rear-Admiral Cockburn, and to call their favourable consideration to those whom the rear-admiral has had occasion to particularly notice. While employed immediately under my eye, I had every reason to be perfectly satisfied with their zealous emulation, as well as that of every seaman and marine, to promote the service in which they were engaged.

"Captain Wainwright, of his Majesty's ship Tonnant, will have the honour to deliver this despatch to you; and as he was actually employed both with the flotilla and with the army, in the whole of their proceedings, I beg leave to refer their lordships to him for any further particulars."

No. I. *Inclosure from Rear-Admiral* COCKBURN, *alluded to above, dated off Mount Calvert, Aug. 22.*

" I have the honour to inform you, that after parting from you at Benedict on the evening of the 20th instant, I proceeded up the Patuxent with the boats and tenders, the marines of the ships being embarked in them, under the command of Captain Robyns (the senior officer of that corps in the fleet), and the marine artillery under Captain Harrison, in their two tenders; the Severn and Hebrus frigates, and the Manley sloop, being directed to follow us up the river as far as might prove practicable.

" The boats and tenders I placed in three divisions: the first under the immediate command of Captains Sullivan (the senior commander employed on the occasion) and Badcock; the second under Captains Money and Somerville; the third under Captain Ramsay; the whole under the superintendence and immediate management of Captain Wainwright of the Tonnant; Lieutenant James Scott (first of the Albion) attending as my aide-de-camp.

" I endeavoured to keep with the boats and tenders as nearly as possible abreast of the army under Major-General Ross, that I might communicate with him as occasion offered, according to the plan previously arranged; and about mid-day yesterday, I accordingly anchored at the ferry-house opposite Lower Marlborough, where I met the general, and where the army halted for some hours; after which he marched for Nottingham, and I proceeded on for the same place with the boats. On our approaching that town, a few shot were exchanged between the leading boats and some of the enemy's cavalry; but the appearance of our army advancing caused them to retire with precipitation. Captains Nourse and Palmer, of the Severn and Hebrus, joined me this day with their boats, having found it impracticable to get their ships higher than Benedict.

" The major-general remained with the army at Nottingham, and the boats and tenders continued anchored off it during the night; and soon after daylight this morning, the whole moved again forward; but the wind blowing during the morning down the river, and the channel being excessively narrow, and the advance of our tenders consequently slow, I judged it advisable to push on with the boats, only leaving the tenders to follow as they could.

" On approaching Pig Point (where the enemy's flotilla was said to be), I landed the marines under Captain Robyns on the left bank of the river, and directed him to march round, and attack on the land side, the town situated on the point, to draw from us the attention of such troops as might be there for its defence and the defence of the flotilla. I then proceeded on with the boats, and as we opened the reach above Pig Point, I plainly discovered Commodore Barney's broad pendant on the headmost vessel, a large sloop, and the remainder of the flotilla extending in a long line astern of her. Our boats now advanced towards them as rapidly as possible; but on nearing them, we observed the sloop bearing

the broad pendant to be on fire, and she very soon afterwards blew up. I now saw clearly that they were all abandoned, and on fire, with trains to their magazines; and out of seventeen vessels which composed this formidable and so much vaunted flotilla, sixteen were in quick succession blown to atoms, and the seventeenth, in which the fire had not taken, we captured. The commodore's sloop was a large armed vessel; the others were gun-boats, all having a long gun in the bow, and a carronade in the stern: the caliber of the guns, and number of crew in each, differed in proportion to the size of the boat, varying from 32-pounders and 60 men, to 18-pounders and 40 men. I found here, lying above the flotilla, under its protection, thirteen merchant-schooners, some of which not being worth bringing away, I caused to be burnt: such as were in good condition, I directed to be moved to Pig Point. Whilst employed taking these vessels, a few shot were fired by some of the men of the flotilla from the bushes on the shore near us; but Lieutenant Scott, whom I had landed for the purpose, soon got hold of them, and made them prisoners. Some horsemen likewise shewed themselves on the neighbouring heights, but a rocket or two dispersed them; and Captain Robyns, who had got possession of Pig Point without resistance, now spreading his men through the country, the enemy retreated to a distance, and left us in quiet possession of the town, the neighbourhood, and our prizes.

"A large quantity of tobacco having been found in the town at Pig Point, I have left Captain Robyns with the marines, and Captain Nourse with two divisions of the boats, to hold the place, and ship the tobacco into the prizes; and I have moved back with the third division to this point, to enable me to confer, on our future operations, with the major-general, who has been good enough to send his aide-de-camp, to inform me of his safe arrival, with the army under his command, at Upper Marlborough.

"In congratulating you, sir, which I do most sincerely, on the complete destruction of this flotilla of the enemy, which has lately occupied so much of our attention, I must beg to be permitted to assure you, that the cheerful and indefatigable exertions on this occasion of Captains Wainwright, Nourse, and Palmer, and of Captain Sullivan, the other commanders, officers, and men, in the boats you have placed under my orders, most justly entitle them to my warmest acknowledgments, and my earnest recommendation to your favourable notice."

Second Inclosure from Rear-Admiral G. Cockburn, *dated off Nottingham, Patuxent, Aug.* 27.

"Sir,——I have the honour to inform you, that, agreeably to the intentions I notified to you in my letter of the 22d instant, I proceeded by land, on the morning of the 23d, to Upper Marlborough, to meet and confer with Major-General Ross as to our further operations against the enemy; and we were not long in

agreeing on the propriety of making an immediate attempt on the city of Washington.

" In conformity, therefore, with the wishes of the general, I instantly sent orders for our marine and naval forces at Pig Point to be forthwith moved over to Mount Calvert, and for the marine artillery, and a proportion of the seamen, to be there landed, and with the utmost possible expedition to join the army; which I also most readily agreed to accompany.

" The major-general then made his dispositions, and arranged, that Captain Robyns, with the marines of the ships, should retain possession of Upper Marlborough, and that the marine artillery and seamen should follow the army to the ground it was to occupy for the night. The army then moved on, and bivouacked before dark about five miles nearer Washington.

" In the night, Captain Palmer of the Hebrus, and Captain Money of the Trave, joined us with the seamen, and with the marine artillery under Captain Harrison. Captain Wainwright of the Tonnant had accompanied me the day before, as had also Lieutenant James Scott, acting first lieutenant of the Albion.

" At daylight on the morning of the 24th, the major-general again put the army in motion, directing his march upon Bladensburg; on reaching which place with the advanced guard, the enemy was discovered drawn up in force on a rising ground beyond the town, and by the fire he soon opened on us as we entered the place, gave us to understand he was well protected by artillery. General Ross, however, did not hesitate in immediately advancing to attack him, although our troops were almost exhausted with the fatigue of the march they had just made, and but a small proportion of our little army had yet got up. This dashing measure was, however, I am happy to add, crowned with the success it merited; for, in spite of the galling fire of the enemy, our troops advanced steadily on both his flanks and in his front, and as soon as they advanced on even ground with him, he fled in every direction, leaving behind him ten pieces of cannon, and a considerable number of killed and wounded; amongst the latter, Commodore Barney and several other officers: some other prisoners were also taken, though not many, owing to the swiftness with which the enemy went off, and the fatigues our army had previously undergone.

" It would, sir, be deemed presumption in me to attempt to give you particular details respecting the nature of this battle; I shall, therefore, only remark generally, that the enemy, 8000 strong, on ground he had chosen as best adapted for him to defend, where he had time to erect his batteries, and concert all his measures, was dislodged as soon as reached, and a victory gained over him by a division of the British army, not amounting to more than 1500 men, headed by our gallant general, whose brilliant achievement of this day it is beyond my power to do justice to, and indeed no possible comment could enhance.

" The seamen with the guns were, to their great mortification, with the rear

division during this short but decisive action: those, however, attached to the rocket-brigade were in the battle, and I remarked with much pleasure the precision with which the rockets were thrown by them, under the direction of First Lieutenant Lawrence of the marine artillery. Mr. Jeremiah M'Daniel, master's mate of the Tonnant, a very fine young man, who was attached to this party, being severely wounded, I beg permission to recommend him to your favourable notice. The company of marines I have on so many occasions had cause to mention to you, commanded by First Lieutenant Stephens, was also in the action, as were the colonial marines, under the temporary command of Captain Reed of the 6th West India regiment (these companies being attached to the light brigade), and they respectively behaved with their accustomed zeal and bravery. None other of the naval department were fortunate enough to arrive up in time to take their share in this battle, excepting Captain Palmer of the Hebrus, with his aide-de-camp, Mr. Arthur Wakefield, midshipman of that ship, and Lieutenant J. Scott, first of the Albion, who acted as my aide-de-camp, and remained with me during the whole time.

"The contest being completely ended, and the enemy having retired from the field, the general gave the army about two hours rest, when he again moved forward on Washington: it was, however, dark before we reached that city; and on the general, myself, and some officers advancing a short way past the first houses of the town, without being accompanied by the troops, the enemy opened upon us a heavy fire of musketry from the Capitol and two other houses: these were, therefore, almost immediately stormed by our people, taken possession of, and set on fire; after which, the town submitted without further resistance.

"The enemy himself, on our entering the town, set fire to the navy-yard (filled with naval stores), a frigate of the largest class, almost ready for launching, and a sloop of war lying off it, as he also did to the fort which protected the sea-approach to Washington.

"On taking possession of the city, we also set fire to the president's palace, the treasury, and the war-office; and in the morning, Captain Wainwright went with a party to see that the destruction in the navy-yard was complete, when he destroyed whatever stores and buildings had escaped the flames of the preceding night. A large quantity of ammunition and ordnance stores was likewise destroyed by us in the arsenal, as were about 200 pieces of artillery of different calibers, as well as a vast quantity of small arms. Two rope-walks, of a very extensive nature, full of tar-rope, &c. situated at a considerable distance from the yard, were likewise set fire to and consumed. In short, sir, I do not believe a vestige of public property, or a store of any kind which could be converted to the use of the government, escaped destruction: the bridges across the eastern branch of the Potowmack were likewise destroyed.

"This general devastation being completed during the day of the 25th, we

marched again at nine that night, on our return, by Bladensburg to Upper Marlborough. We arrived yesterday evening at the latter place without molestation of any sort, indeed without a single musket having been fired; and this morning we moved on to this place, where I found his Majesty's sloop Manley, the tenders, and the boats; and I have hoisted my flag, *pro tempore*, in the former. The troops will probably march to-morrow, or the next day at farthest, to Benedict, for re-embarkation, and this flotilla will of course join you at the same time.

"In closing, sir, my statement to you of the arduous and highly important operations of this last week, I have a most pleasing duty to perform, in assuring you of the good conduct of the officers and men who have been serving under me. I have been particularly indebted, whilst on this service, to Captain Wainwright of the Tonnant, for the assistance he has invariably afforded me; and to Captains Palmer and Money, for their exertions during the march to and from Washington; to Captain Nourse, who has commanded the flotilla during my absence; my acknowledgments are also most justly due to Captains Sullivan, Badcock, Somerville, Ramsay, and Bruce, who have acted in it under him. Lieutenant James Scott, now first lieutenant of the Albion, has on this occasion rendered me essential services; and as I have had reason so often to mention to you the gallant and meritorious conduct of this officer, I trust you will permit me to seize this opportunity of recommending him particularly to your favourable notice and consideration. Captain Robyns, the senior officer of marines with the fleet, who has had, during these operations, the marines of the ships united under his orders, has executed, ably and zealously, the several services with which he has been intrusted, and is entitled to my best acknowledgment accordingly; as is also Captain Harrison of the marine artillery, who, with the officer and men attached to him, accompanied the army to and from Washington. Mr. Dobie, surgeon of the Melpomene, volunteered his professional services on this occasion, and rendered much assistance to the wounded on the field of battle, as well as to many of the men taken ill on the line of march.

"One colonial marine killed, one master's mate, two sergeants, and three colonial marines wounded, are the casualties sustained by the naval department."

Copy of a Letter from Captain J. A. Gordon, *dated Seahorse, Sept.* 9.

"Sir,——In obedience to your orders, I proceeded into the river Potowmack, with the ships named in the margin*, on the 17th of last month; but, from being without pilots to assist us through that difficult part of the river called the Kettle Bottom, and from contrary winds, we were unable to reach Fort Washington until the evening of the 27th; nor was this effected but by the severest labour. I believe each of the ships was not less than twenty different times aground, and each time we were obliged to haul off by main strength; and we were employed

* Seahorse, Euryalus, Devastation, Ætna, Meteor, and Anna-Maria despatch-boat.

warping for five whole successive days, with the exception of a few hours, a distance of not more than fifty miles. The bomb-ships were placed on the evening of the 27th, and immediately began the bombardment of the fort, it being my intention to attack it with the frigates at daylight on the following morning. On the bursting of the first shell, the garrison was observed to retreat; but supposing some concealed design, I directed the fire to be continued. At eight o'clock, however, my doubts were removed, by the explosion of the powder-magazine, which destroyed the inner buildings; and at daylight on the 28th we took possession. Besides the principal fort, which contained two 52-pounders, two 32-pounders, and eight 24-pounders, there was a battery on the beach of five 18-pounders, a martello tower, with two 12-pounders and loop-holes for musketry, and a battery in the rear, of two 12 and 6-pounder field-pieces. The whole of these guns were already spiked by the enemy, and their complete destruction, with their carriages also, was effected by the seamen and marines sent on that service, in less than two hours.

"The populous city of Alexandria thus lost its only defence; and having buoyed the channel, I deemed it better to postpone giving any answer to a proposal made to me for its capitulation until the following morning, when I was enabled to place the shipping in such a position as would insure assent to the terms I had decided to enforce. To this measure I attribute their ready acquiescence, as it removed that doubt of my determination to proceed, which had been raised in the minds of the inhabitants on our army having retired from Washington: this part of our proceedings will be further explained by the accompanying documents.

"The Hon. Lieutenant Gordon, of this ship, was sent, on the evening of the 28th, to prevent the escape of any of the vessels comprised in the capitulation; and the whole of those which were sea-worthy, amounting to twenty-one in number, were fitted and loaded by the 31st.

"Captain Baker of the Fairy, bringing your orders of the 27th, having fought his way up the river past a battery of five guns, and a large military force, confirmed the rumours which had already reached me, of strong measures having been taken to oppose our return; and I therefore quitted Alexandria, without waiting to destroy those remaining stores which we had not the means of bringing away.

"Contrary winds again occasioned us the laborious task of warping the ships down the river, in which a day's delay took place, owing to the Devastation grounding. The enemy took advantage of this circumstance to attempt her destruction by three fire-vessels, attended by five row-boats; but their object was defeated by the promptitude and gallantry of Captain Alexander, who pushed off with his own boats, and being followed by those of the other ships, chased the boats of the enemy up to the town of Alexandria. The cool and steady conduct

of Mr. John Moore, midshipman of the Seahorse, in towing the nearest fire-vessel on shore, whilst the others were removed from the power of doing mischief by the smaller boats of the Devastation, entitles him to my highest commendation.

" The Meteor and the Fairy, assisted by the Anna-Maria despatch-boat, a prize gun-boat, and a boat belonging to the Euryalus with a howitzer, had greatly impeded the progress of the enemy in their works; notwithstanding which they were enabled to increase their battery to eleven guns, with a furnace for heating shot. On the 3d, the wind coming to the N. W. the Ætna and Erebus succeeded in getting down to their assistance; and the whole of us, with the prizes, were assembled there on the 4th, except the Devastation, which, in spite of our utmost exertions in warping her, still remained five miles higher up the river. This was the moment when the enemy made his greatest efforts to effect our destruction.

" The Erebus being judiciously placed by Captain Bartholomew in an admirable position for harassing the workmen employed in the trenches, was attacked by three field-pieces, which did her considerable damage before they were beaten off; and another attempt being made to destroy the Devastation by fire-vessels, I sent the boats, under Captain Baker, to her assistance: nothing could exceed the alacrity with which Captain Baker went on this service, to which I attribute the immediate retreat of the boats and fire-vessels. His loss, however, was considerable, owing to their having sought refuge under some guns in a narrow creek, thickly wooded, from which it was impossible for him to dislodge them.

" On the 5th, at noon, the wind coming fair, and all my arrangements being made, the Seahorse and Euryalus anchored within short musket-shot of the batteries, while the whole of the prizes passed betwixt us and the shoal; the bombs, the Fairy, and Erebus firing as they passed, and afterwards anchoring in a favourable position for facilitating, by means of their force, the further removal of the frigates. At three p m. having completely silenced the enemy's fire, the Seahorse and Euryalus cut their cables, and the whole of us proceeded to the next position taken up by the troops, where they had two batteries, mounting from 14 to 18 guns, on a range of cliffs about a mile in extent, under which we were of necessity to pass very close. I did not intend to make the attack that evening, but the Erebus grounding within range, we were necessarily called into action. On this occasion the fire of the Fairy had the most decisive effect, as well as that of the Erebus, while the bombs threw their shells with excellent precision, and the guns of the batteries were thereby completely silenced by about eight o'clock.

" At daylight on the 6th I made signal to weigh, and so satisfied were the whole of the parties opposed to us of their opposition being ineffectual, that they allowed us to pass without further molestation.

" I cannot close this detail of operations, comprising a period of twenty-three days, without begging leave to call your attention to the singular exertions of those

whom I had the honour to command, by which our success was effected. Our hammocks were down only two nights during the whole time. The many laborious duties which we had to perform, were executed with a cheerfulness which I shall ever remember with pride, and which will ensure, I hope, to the whole of the detachments your favourable estimation of their extraordinary zeal and abilities. To Captain Napier I owe more obligations than I have words to express. The Euryalus lost her bowsprit, the head of her fore-mast, and the heads of all her top-masts, in a tornado which she encountered on the 25th, just as her sails were clued up, whilst we were passing the flats of Maryland Point; and yet, after twelve hours' work on her refittal, she was again under weigh, and advanced up the river. Captain Napier speaks highly of the conduct of Lieutenant Herbert on this, as well as on every other of the many trying occasions which have called his abilities into action: his exertions were also particularly conspicuous in the prizes, many of which, already sunk by the enemy, were weighed, masted, hove down, caulked, rigged, and loaded, by our little squadron, during the three days that we remained at Alexandria.

"It is difficult to distinguish amongst officers who had a greater share of duty than often falls to the lot of many, and which each performed with the greatest credit to his professional character. I cannot omit to recommend to your notice the meritorious conduct of Captains Alexander, Bartholomew, Baker, and Kenah, the latter of whom led us through many of the difficulties of the navigation; and particularly to Captain Roberts of the Meteor, who, besides undergoing the fatigues of the day, employed the night in coming the distance of ten miles to communicate and consult with me upon our further operations, preparatory to our passing the batteries.

"So universally good was the conduct of all the officers, seamen, and marines of the detachment, that I cannot particularize with justice to the rest; but I owe it to the long-tried experience I have had of Henry King, first lieutenant of the Seahorse, that such was his eagerness to take the part to which his abilities would have directed him on this occasion, that he even came out of his sick-bed to command at his quarters whilst the ship was passing the batteries*; nor can I ever forget how materially the service is indebted to Mr. Alexander Lothian, the master, for both finding and buoying the channel of a navigation, which no ship of a similar draught of water had ever before passed with her guns and stores on board, and which, according to the report of a seaman now in this ship, was not accomplished by the President American frigate, even after taking her guns out, under a period of forty-two days."

* The two first guns pointed by Lieutenant King disabled each a gun of the enemy's.

Copy of a Letter from Rear-Admiral GRIFFITH *to Sir* A. COCHRANE, *dated Endymion, Penobscot River, Sept. 9.*

" SIR,——My letter of the 23d of August, from Halifax, by the Rover, will have made you acquainted with my intention of accompanying the expedition then about to proceed under the command of his Excellency Sir John Sherbrook, K. B. for this place.

" I have the honour to inform you, that I put to sea on the 26th ult. with the ships and sloops named in the margin*, and ten sail of transports, having the troops on board, and arrived off the Mitinicus Islands on the morning of the 31st, where I was joined by the Bulwark, Tenedos, Rifleman, Peruvian, and Picton. From Captain Pearce, of the Rifleman, I learned that the United States' frigate Adams had a few days before got into Penobscot; but not considering herself in safety there, had gone on to Hampden, a place twenty-seven miles higher up the river, where the guns had been landed, and a position was fortifying for her protection.

" Towards evening, the wind being fair and the weather favourable, the fleet made sail up the Penobscot Bay, Captain Parker, in the Tenedos, leading. We passed between the Mitinicus and Green Islands about midnight, and steering through the channel formed by the Fox Islands and Owl's Head, ran up to the eastward of Long Island, and found ourselves, at daylight in the morning, in sight of the fort and town of Castine. As we approached, some show of resistance was made, and a few shot were fired; but the fort was soon after abandoned and blown up. At about eight a. m. the men of war and transports were anchored a little to the northward of the peninsula of Castine, and the smaller vessels taking a station nearer in for covering the landing, the troops were put on shore, and took possession of the town and works without opposition.

" The general wishing to occupy a post at Belfast, on the western side of the bay (through which the high road from Boston runs), for the purpose of cutting off all communication with that side of the country, the Bacchante and Rifleman were detached with the troops destined for this service, and quiet possession was taken and held of that town as long as was thought necessary.

" Arrangements were immediately made for attacking the frigate at Hampden, and the general having proffered every military assistance, six hundred picked men, under the command of Lieutenant-Colonel John of the 60th regiment, were embarked, the same afternoon, on board his Majesty's sloops Peruvian and Sylph, and a small transport. To this force were added the marines of the Dragon, and as many armed boats from the squadron as was thought necessary for disembarking the troops and covering their landing, and the whole placed under the command of Captain Barrie of the Dragon; and the lieutenant-colonel made sail up the river at six o'clock that evening.

* Dragon, Endymion, Bacchante, and Sylph.

" Taking into consideration the enemy's force, and the formidable strength of his position, too much praise cannot be given to Captain Barrie, the officers and men under his command, for the judgment, decision, and gallantry with which this little enterprise has been achieved.

" So soon as accounts were received from Captain Barrie, that the Adams was destroyed, and the force assembled for her protection dispersed, the troops stationed at Belfast were embarked, and arrangements made for sending them to take possession of Machias, the only place occupied by the enemy's troops between this and Passamaquaddy Bay. I directed Captain Parker, of H. M. S. Tenedos, to receive on board Lieutenant-Colonel Pilkington, deputy adjutant-general, who is appointed to command, and a small detachment of artillery and riflemen, and to take under his command the Bacchante, Rifleman, and Picton schooner, and proceed to the attack of that place. He sailed on the 6th instant, and most likely, by this time, the troops are in possession of it. After destroying the defences, they are directed to return here. The inhabitants of several townships east of this have sent deputations here to tender their submission to the British authority; and such of them as could give reasonable security, that their arms would be used only for the protection of their persons and property, have been allowed to retain them. This indulgence was absolutely necessary, in order to secure the quiet and unoffending against violence and outrage from their less peaceable neighbours, and for the maintenance of the peace and tranquillity of the country. All property on shore, bona fide belonging to the inhabitants of the country in our possession, has been respected. All public property, and all property afloat, have been confiscated.

" Sir John Sherbrook conceiving it to be of importance that the government should be informed without delay of our successes here, has requested that a vessel of war may take his despatches to England.

" I have, in compliance with his wishes, appropriated the Martin for that service; and Captain Senhouse will take a copy of this letter to the secretary of the Admiralty."

Copy of a Letter from Captain PRING, *detailing the Particulars of the Capture of the British Squadron on Lake Champlain, dated Sept.* 12, *addressed to Commodore Sir* J. L. YEO.

" SIR,——The painful task of making you acquainted with the circumstances attending the capture of his Majesty's squadron yesterday, by that of the Americans under Commodore M'Donnough, it grieves me to state, becomes my duty to perform, from the ever-to-be-lamented loss of that worthy and gallant officer, Captain Downie, who unfortunately fell early in the action.

" In consequence of the earnest solicitation of his Excellency Sir G. Prevost, for the co-operation of the naval force on this lake, to attack that of the enemy,

who were placed for the support of their works at Plattsburg, which, it was proposed, should be stormed by the troops at the same moment the naval action should commence in the bay; every possible exertion was used to accelerate the armament of the new ship, that the military movements might not be postponed, at such an advanced season of the year, longer than was absolutely necessary.

" On the 3d instant, I was directed to proceed in command of the flotilla of gun-boats, to protect the left flank of our army advancing towards Plattsburg; and on the following day, after taking possession of, and patroling the Isle La Motte, I caused a battery of three long 18-pounders to be constructed for the support of our position abreast of Little Chazey, where the supplies for the army were ordered to be landed.

" The fleet came up on the 8th instant, but for want of stores for the equipment of the guns, could not move forward till the 11th: at daylight we weighed, and at seven were in full view of the enemy's fleet, consisting of a ship, brig, schooner, and sloop, moored in a line abreast of their encampment, with a division of five gun-boats on each flank; at forty minutes past seven, after the officers commanding vessels and the flotilla had received their final instructions as to the plan of attack, we made sail in order of battle. Captain Downie had determined on laying his ship athawrt-hawse of the enemy's, directing Lieutenant M'Ghee of the Chub, to support me in the Linnet, in engaging the brig to the right; and Lieutenant Hicks of the Finch, with the flotilla of gun-boats, to attack the schooner and sloop on the left of the enemy's line.

" At eight, the enemy's gun-boats and smaller vessels commenced a heavy and galling fire on our line; at ten minutes after eight the Confiance, having two anchors shot away from her larboard bow, and the wind baffling, was obliged to anchor (though not in the situation proposed) within two cables' length of her adversary; the Linnet and Chub soon afterwards took their allotted stations, something short of that distance, when the crews of both sides cheered, and commenced a spirited and close action: a short time, however, deprived me of the valuable services of Lieutenant M'Ghee, who, from having his cables, bowsprit, and main-boom shot away, drifted in the enemy's line, and was obliged to surrender.

" From the light airs and smoothness of the water, the fire on each side proved very destructive from the commencement of the engagement, and, with the exception of the brig, that of the enemy appeared united against the Confiance. After two hours' severe conflict with our opponent, she cut her cable, ran down, and took shelter between the ship and the schooner, which enabled us to direct our fire against the division of the enemy's gun-boats and ship, which had so long annoyed us during our close engagement with the brig, without any return on our part. At this time the fire of the enemy's ship slackened considerably, having several of her guns dismounted, when she cut her cable, and winded her larboard

broadside to bear on the Confiance, which in vain endeavoured to effect the same operation; at thirty-three minutes after ten, I was much distressed to observe the Confiance had struck her colours. The whole attention of the enemy's force then became directed towards the Linnet: the shattered and disabled state of the masts, sails, rigging, and yards, precluded the most distant hope of being able to effect an escape by cutting the cable; the result of doing so, must, in a few minutes, have been her drifting along side the enemy's vessels, close under our lee; but in the hope that the flotilla of gun-boats, which had abandoned the object assigned them, would perceive our wants and come to our assistance, which would afford a reasonable prospect of being towed clear, I determined to resist the then destructive cannonading of the whole of the enemy's fleet, and at the same time despatched Lieutenant H. Drew to ascertain the state of the Confiance. At forty minutes after ten, I was apprised of the irreparable loss she had sustained by the death of her brave commander (whose merits it would be presumption in me to extol), as well as the great slaughter which had taken place on board; and observing, from the manœuvres of the flotilla, that I could enjoy no further expectation of relief, the situation of my gallant comrades, who had so nobly fought, and were even now fast falling by my side, demanded the surrender of his Majesty's brig intrusted to my command, to prevent a useless waste of valuable lives; and at the request of the surviving officers and men, I gave the painful orders for the colours to be struck.

"Lieutenant Hicks of the Finch, had the mortification to strike on a reef of rocks, to the eastward of Crab Island, about the middle of the engagement, which prevented his rendering that assistance to the squadron, that might, from an officer of such ability, have been expected.

"The misfortune which befel us this day by capture, will, sir, I trust, apologize for the long detail, which, in justice to the sufferers, I have deemed it necessary to give of the particulars which led to it; and when it is taken into consideration, that the Confiance was sixteen days before on the stocks, with an unorganized crew, composed of several draughts of men who had recently arrived from different ships at Quebec, many of whom only joined the day before, and were totally unknown either to the officers or to each other, with the want of gun-locks, as well as other necessary appointments not to be procured in this country, I trust you will feel satisfied of the decided advantage the enemy possessed, exclusive of their great superiority in point of force, a comparative statement of which I have the honour to annex. It now becomes the most pleasing part of my personal duty, to notice to you the determined skill and bravery of the officers and men in this urgent contest; but it grieves me to state, that the loss sustained in maintaining it has been so great: that of the enemy, I understand, amounts to something more than the same number.

"The fine style in which Captain Downie conducted the squadron into action,

amidst a tremendous fire, without returning a shot, until secured, reflects the greatest credit on his memory, for his judgment and coolness; as also on Lieutenant M'Ghee and Hicks, for so stoutly attending to his example and instructions: their accounts of the capture of their respective vessels, as well as that of Lieutenant Robertson, who succeeded to the command of the Confiance, will, I feel assured, do ample justice to the merits of the officers and men serving under their immediate commands; but I cannot omit noticing the individual conduct of Lieutenants Robertson, Cresswick, and Hornby, and Mr. Bryden, master, for their particular exertions in endeavouring to bring the Confiance's starboard side to bear on the enemy, after most of their guns were dismounted on the other. It is impossible for me to express to you my admiration of the officers and crew serving under my personal orders; their coolness and steadiness, the effect of which was proved by their irresistible fire directed towards the brig opposed to us, claims my warmest acknowledgments, and for preserving the same so long after the whole strength of the enemy had been directed against the Linnet alone. My first lieutenant, Mr. W. Drew, whose merits I have before had the honour to report to you, behaved in the most exemplary manner.

" By the death of Mr. Paul, acting second lieutenant, the service has been deprived of a most valuable and brave officer: he fell early in the action. Great credit is due to Mr. Giles, purser, for volunteering his services on deck; to Mr. Mitchell, surgeon, for the skill he evinced in some amputations required at the moment, as well as his great attention to the wounded during the action, at the close of which the water was nearly a foot above the lower deck, from the number of shot which struck her between wind and water. I have to regret the loss of the boatswain, Mr. Jackson, who was killed a few minutes before the action terminated. The assistance I received from Mr. Tuckle, the gunner, and also from Mr. Clarke, master's mate, Messrs. Tooke and Sinclair, midshipmen, the latter of whom was wounded in the head, and Mr. Guy, my clerk, will, I hope, recommend them, as well as the whole of my gallant little crew, to your notice.

" I have much satisfaction in making you acquainted with the humane treatment the wounded have received from Commodore M'Donnough; they were immediately removed to his own hospital on Crab Island, and were furnished with every requisite: his generous and polite attention also to myself, the officers, and men, will ever hereafter be gratefully remembered."

List *of the Enemy's Squadron.*

Ship Santiago, 8 long 24-pounders, 12 32-pounder carronades, and 6 42-pounder carronades.

Brig Eagle, 8 long 18-pounders and 12 32-pounder carronades.

Schooner Ticonderago, 4 long 18-pounders, 10 12-pounders, and 3 32-pounder carronades.

Cutter Preble, 7 long 9-pounders.

Six gun-boats of 1 long 24-pounder and 1 18-pounder carronade each; and four gun-boats of 1 long 24-pounder each.

KILLED *and* WOUNDED *on board the British Squadron.*

Confiance.—3 Officers, and 38 seamen and marines, killed; 1 officer, and 39 seamen and marines, wounded.

Linnet.—2 Officers and 8 seamen killed; 1 officer, and 13 seamen and marines, wounded.

Chub.—6 Seamen and marines killed; 1 officer, and 15 seamen and marines, wounded.

Finch.—2 Seamen and marines wounded.

Total, 129.

NAMES *of* OFFICERS *killed and wounded.*

Killed.—Confiance, G. Downie, captain; A. Anderson, captain, royal marines; and W. Gunn, midshipman. Linnet, W. Paul, acting-lieutenant, and C. Jackson, boatswain.

Wounded.—Confiance, — Lee, midshipman. Linnet, J. Sinclair, midshipman. Chub, J. M'Ghee, lieutenant.

Copy of a Letter from Sir A. COCHRANE *to* J. W. CROKER, *Esq. dated Sept.* 17.

"SIR,——I request that you will be pleased to inform my Lords Commissioners of the Admiralty, that the approaching equinoctial new moon rendering it unsafe to proceed immediately out of the Chesapeake with the combined expedition, to act upon the plans which had been concerted previous to the departure of the Iphigenia, Major-General Ross and myself resolved to occupy the intermediate time to advantage, by making a demonstration upon the city of Baltimore, which might be converted into a real attack should circumstances appear to justify it; and as our arrangements were soon made, I proceeded up this river, and anchored off the mouth of the Patapsco on the 11th instant, where the frigates and smaller vessels entered at a convenient distance for landing the troops. At an early hour next morning the disembarkation of the army was effected without opposition; having attached to it a brigade of 600 seamen under Captain E. Crofton (late of the Leopard), the second battalion of marines, the marines of the squadron, and the colonial Black marines. Rear-Admiral Cockburn accompanied the general, to advise and arrange, as might be deemed necessary for our combined efforts.

"So soon as the army moved forward, I hoisted my flag in the Surprise, and with the remainder of the frigates, bombs, sloops, and the rocket-ship, passed further up the river, to render what co-operation could be found practicable.

"While the bomb-vessels were working up, in order that we might open our fire upon the enemy's fort the next morning at daybreak, an account was brought to me, that Major-General Ross, when reconnoitring the enemy, had received a

mortal wound by a musket-ball, which closed his glorious career before he could be brought off to the ship.

"It is a tribute due to the memory of this gallant and respected officer to pause in my relation, while I lament the loss his Majesty's service and the army, of which he was one of the brightest ornaments, have sustained by his death. The unanimity, the zeal which he manifested on every occasion while I had the honour of serving with him, gave life and ease to the most arduous undertakings. Too heedless of his personal security when in the field, his devotion to the care and honour of his army has caused the termination of his valuable life. The major-general has left a wife and family, for whom I am confident his grateful country will provide. The skirmish which deprived the army of its brave general, was a prelude to a most decisive victory over the flower of the enemy's troops. Colonel Brooke, on whom the command devolved, having pushed forward our force to within five miles of Baltimore, where the enemy, about 6 or 7000 strong, had taken up an advanced position, strengthened by field-pieces, and where he had disposed himself apparently with the intention of making a determined resistance, fell upon the enemy with such impetuosity, that he was obliged to give way, and fly in every direction, leaving on the field of battle a considerable number of killed and wounded, and two pieces of cannon. For the particulars of this brilliant affair, I beg leave to refer their lordships to Rear-Admiral Cockburn's despatch transmitted herewith.

"At daybreak the next morning, the bombs having taken their stations within shell-range, supported by the Surprise, with the other frigates and sloops, opened their fire upon the fort that protected the entrance of the harbour; and I now had an opportunity of observing the strength and the preparations of the enemy.

"The approach to the town on the land side was defended by commanding heights, upon which was constructed a chain of redoubts, connected by a breast-work, with a ditch in front, an extensive train of artillery, and a show of force that was reported to be from 15 to 20,000 men. The entrance by sea, within which the town is retired about three miles, was entirely obstructed by a barrier of vessels sunk at the mouth of the harbour, defended inside by gun-boats, flanked on the right by a strong and regular fortification, and on the left by a battery of several heavy guns.

"These preparations rendering it impracticable to afford any essential co-operation by sea, I considered that an attack on the enemy's strong position by the army only, with such disparity of force, though confident of success, might risk a greater loss than the possession of the town would compensate for, while holding in view the ulterior operations of this force in the contemplation of his Majesty's government; and therefore, as the primary object of our movement had been already fully accomplished, I communicated my observations to Colonel Brooke,

who coinciding with me in opinion, it was mutually agreed that we should withdraw.

"The following morning the army began leisurely to retire; and so salutary was the effect produced on the enemy by the defeat he had experienced, that, notwithstanding every opportunity was offered for his repeating the conflict, with an infinite superiority, our troops re-embarked without molestation: the ships of war dropped down as the army retired.

"The result of this demonstration has been the defeat of the army of the enemy, the destruction (by themselves) of a quantity of shipping, the burning of an extensive rope-walk and other public erections, the causing of them to remove their property from the city, and, above all, the collecting and harassing of his armed inhabitants from the surrounding country, produced a total stagnation of their commerce, and heaping upon them considerable expenses; at the same time effectually drawing off their attention and support from other important quarters. It has been a source of the greatest gratifaction to me, that the unanimity existing between the two services, which I have before noticed to their lordships, still continues; and I have reason to assure them, that the command of the army has fallen upon a most zealous and able officer in Colonel Brooke, who has followed up the system of cordiality that has been so beneficially adopted by his much-lamented chief.

"Rear-Admiral Cockburn, to whom I had confided that part of the naval service which was connected with the army, evinced his usual zeal and ability, and executed his important trust to my entire satisfaction.

"Rear-Admiral Malcolm, who regulated the collection, debarkation, and re-embarkation of the troops, and the supplies they required, has merited my best thanks for his indefatigable exertions; and I have to express my acknowledgments for the counsel and assistance which, in all our operations, I have received from Rear-Admiral Codrington, the captain of the fleet. The captains of the squadron who were employed in the various duties afloat, were all emulous to promote the service in which they were engaged; and, with the officers acting under them, are entitled to my fullest approbation.

"I beg leave to call the attention of their lordships to the report Rear-Admiral Cockburn has made of the meritorious and gallant conduct of the naval brigade, as well as to the accompanying letter of Colonel Brooke, expressing his obligations to Captain E. Crofton, who commanded, and Captains T. B. Sullivan, Rowland, Money, and R. Ramsay, who had charge of divisions; and I have to recommend these officers, together with those who are particularly noticed by the rear-admiral, to their lordships' favourable consideration.

"Captain Robyns, of the royal marines, who commanded the marines of the squadron on this occasion, and in the operations against Washington, being severely wounded, I beg leave to bring him to their lordships' recollection, as having

been frequently noticed for his gallant conduct during the services in the Chesapeake, and to recommend him, with Lieutenant S. Marshall of the Diadem, who is dangerously wounded, to their lordships' favour and protection. First Lieutenant J. Lawrence, of the royal marine artillery, who commanded the rocket-brigade, has again rendered essential service, and is highly spoken of by Colonel Brooke.

"Captain E. Crofton, who will have the honour of delivering this despatch, is competent to explain any further particulars; and I beg leave to recommend him to their lordships' protection as a most zealous and intelligent officer."

Rear-Admiral COCKBURN'S *Report, dated Sept.* 15.

"SIR,——In furtherance of the instructions I had the honour to receive from you on the 11th inst. I landed at daylight of the 12th, with Major-General Ross, and the force under his command, at a place the general and myself had previously fixed upon, near to North Point, at the entrance of the Patapsco; and in conformity with his wishes, I determined on remaining on shore, and accompanying the army, to render him every assistance within my power during the contemplated movements and operations: therefore, as soon as our landing was completed, I directed Captain Nourse of this ship to advance up the Patapsco with the frigates, sloops, and bomb-ships, to bombard the fort, and threaten the water-approach to Baltimore; and I moved on the army, and the seamen (under Captain E. Crofton) attached to it, on the direct road leading to the above-mentioned town.

"We had advanced about five miles (without any other occurrence than taking prisoners a few light horsemen), when the general and myself, being with the advanced guard, observed a division of the enemy posted at a turning of the road, extending into a wood on our left. A sharp fire was almost immediately opened upon us from it, and as quickly returned with considerable effect by our advanced guard, which, pressing steadily forward, soon obliged the enemy to run off with the utmost precipitation, leaving behind him several men killed and wounded; but it is with the most heartfelt sorrow I have to add, that in this short and desultory skirmish, my gallant and highly valued friend, the major-general, received a musket-ball through his arm into his breast, which proved fatal to him on his way to the water-side for re-embarkation.

"Our country, sir, has lost in him one of its best and bravest soldiers, and those who knew him, as I did, a friend most honoured and beloved; and I trust, sir, I may be forgiven for considering it a sacred duty I owe to him to mention here, that whilst his wounds were binding up, and we were placing him upon the bearer which was to carry him off the field, he assured me the wounds he had received in the performance of his duty caused him not a pang; but he felt anxiety alone for a wife and family, dearer to him than his life, whom, in the event of the final termination he foresaw, he recommended to the protection and notice of his Majesty's government and his country.

" Colonel Brooke, on whom the command of the army now devolved, having come up, the whole proceeded forward about two miles further, when we observed the enemy in force drawn up before us, apparently about 6 or 7000 strong. On perceiving our army, he filed off into a large and extensive wood on his right, from which he commenced a cannonade on us from his field-pieces, and drew up his men behind a thick paling, where he appeared determined to make his stand.

" Our field-guns answered his with evident advantage; and so soon as Colonel Brooke had made the necessary dispositions, the attack was ordered, and executed in the highest style possible. The enemy opened his musketry on us from his whole line, immediately we approached within reach of it, and he kept up his fire till we reached and entered the wood, when he gave way in every direction, and was chased by us a considerable distance with great slaughter, abandoning his post of the Meeting-House, situated in this wood, and leaving all his wounded, and two guns, in our possession.

" An advance of this description against superior numbers of an enemy so posted, could not be effected without loss. I have the honour to inclose a return of what has been suffered by those of the naval department acting with the army on this occasion; and it is, sir, with the greatest pride and pleasure I report to you, that the brigade of seamen with small arms, commanded by Captain E. Crofton, assisted by Captains Sullivan, Money, and Ramsay (the three senior commanders in the fleet), who commanded divisions under him, behaved with a gallantry and steadines which would have done honour to the ablest troops, and which attracted the admiration of the army. The seamen, under Mr. Jackson, master's mate of the Tonnant, attached to the rocket-brigade, commanded by the first lieutenant, Lawrence, of the marines, behaved also with equal skill and bravery. The marines landed from the ships, under the command of Captain Robyns, senior officer of that corps belonging to the fleet, behaved with their usual gallantry. Although, sir, in making to you my report of this action, I know it is right I should confine myself to mentioning only the conduct of those belonging to the naval department; yet I may be excused for venturing further to state to you generally the high admiration with which I viewed the conduct of the whole army, and the ability and gallantry with which it was managed and headed by its brave colonel, which ensured to it the success it met with.

" The night being fast approaching, and the troops much fatigued, Colonel Brooke determined on remaining for the night on the field of battle; and on the morning of the 13th, leaving a small guard at the Meeting-house to collect and protect the wounded, we again moved forward towards Baltimore, on approaching which it was found to be defended by extremely strong works on every side, and immediately in front of us by an extensive hill, on which was an entrenched camp, and great quantities of artillery; and the information we collected, added to what we observed, gave us to believe, that there were at least within their works

from 15 to 20,000 men. Colonel Brooke lost no time in reconnoitring their defences; after which he made his arrangements for storming, during the ensuing night, with his gallant little army, the entrenched camp in our front, notwithstanding all the difficulties which it presented. The subsequent communications which we opened with you, however, induced him to relinquish the idea; and, therefore, yesterday morning the army retired leisurely to the Meeting-House, where it halted for some hours, to make the necessary arrangements respecting the wounded and the prisoners taken on the 12th, which being completed, it made a further short movement in the evening towards the place where it had disembarked, and where it arrived this morning for re-embarkation, without suffering the slightest molestation from the enemy, who, in spite of his superiority of numbers, did not even venture to look at us during this slow and deliberate retreat.

"As you, sir, were in person with the advanced frigates, sloops, and bomb-vessels, and as, from the road the army took, I did not see them after quitting the beach, it would be superfluous for me to make any report to you respecting them. I have now, therefore, only to inform you of my entire satisfaction and approbation of the conduct of every officer and man employed under me during the operations detailed above; and to express to you how particularly I consider myself indebted to Captain E. Crofton (acting-captain of the Royal Oak), for the gallantry, ability, and zeal with which he led on the brigade of seamen in the action of the 12th, and executed all the other services with which he has been intrusted since our landing; to Captain White (acting-captain of the Albion), who attended me as my aide-de-camp the whole time, and rendered me every possible assistance; to Captains Sullivan, Money, and Ramsay, who commanded divisions of the brigade of seamen; to Lieutenant James Scott of the Albion, whom I have had such frequent cause to mention to you on former occasions, and who, in the battle of the 12th, commanded a division of seamen, and behaved most gallantly, occasionally also acting as an aide-de-camp to myself. Captain Robyns, who commanded the marines of the fleet, and who was severely wounded during the engagement, I also beg to recommend to your favourable notice and consideration; as well as Licutenant George C. Urmston of the Albion, whom I placed in command of the smaller boats, to endeavour to keep up a communication between the army and navy, which he effected by great perseverance, and thereby rendered us most essential service. In short, sir, every individual seemed animated with equal anxiety to distinguish himself by good conduct on this occasion; and I trust, therefore, the whole will be deemed worthy of your approbation.

"Captain Nourse, of the Severn, was good enough to receive my flag for this service: he rendered me great assistance in getting the ships to the different stations within the river; and when the storming of the fortified hill was contemplated, he hastened to my assistance with a reinforcement of seamen and marines; and I should consider myself wanting in candour and justice, did I not particu-

larly point out, sir, to you, the high opinion I entertain of the enterprise and ability of this valuable officer, not only for his conduct on this occasion, but on the very many others on which I have employed him since with me in the Chesapeake."

RETURN *of the* KILLED *and* WOUNDED *of the Brigade of Seamen and Marines disembarked with the Army, Sept.* 12.

31 Killed, 48 wounded, and 1 missing.

NAMES *of* OFFICERS *wounded.*

Tonnant.—Captain J. Robyns, severely; and C. Ogle, midshipman.

Diadem.—Lieutenant Marshall, severely.

Copy of a Letter from Sir A. COCHRANE, *dated off Isle au Chat, Dec.* 16.

"SIR,——Having arrived at the entrance off Chandeleur Islands on the 8th inst. Captain Gordon, of the Seahorse (which ship, with the Armide and Sophie, I had sent on from off Pensacola to the anchorage within Isle au Vaisseau), reported to me, that two gun-vessels of the enemy, apparently large-sized sloops of very light draught of water, had fired upon the Armide upon her way down from within the chain of small islands that run parallel to the coast from Mobile towards Lac Borgne; and having afterwards joined three others cruising in the lake, were then visible from his mast-head.

"The Bayon Catalan, or Des Pecheurs, at the head of Lac Borgne, being the contemplated point of disembarkation, the distance from the inner anchorage of the frigates and troop-ships to the Bayon full sixty miles, and our principal means of transport open boats, it became impossible that any movement of the troops could take place until this formidable flotilla was either captured or destroyed.

"Rear-Admiral Malcolm joined me with the fleet on the 11th inst. and upon the 12th I placed the launches, barges, and pinnaces of the squadron, with Captain Montresor of the Manley, and Captain Roberts of the Meteor, under the command of Captain Lockyer of the Sophie, and sent them into Lac Borgne in pursuit of the enemy; while the frigates, troop-ships, and smaller vessels moved into the innermost anchorage, each vessel proceeding on until she took the ground. After an arduous row of thirty-six hours, Captain Lockyer had the good fortune to close with the flotilla, which he attacked with such judgment and determined bravery, that, notwithstanding their formidable force, their advantage of a chosen position, and their studied and deliberate preparation, he succeeded in capturing the whole of the vessels, in so serviceable a state as to afford at once the most essential aid to the expedition.

"For the particulars of this brilliant affair, I refer their lordships to the accompanying letter of Captain Lockyer, detailing his proceedings, which I am fully aware their lordships will duly appreciate. Captain Lockyer's conduct on this

occasion, in which he has been severely wounded, and his long and active services as a commander, justly entitle him to their lordships' protection; and finding it expedient to place this flotilla, collectively, upon the establishment of a 36-gun frigate, I have appointed him to the command thereof. Captain Montresor, whom I have placed in the command of the gun-vessels until Captain Lockyer's wound will admit of his serving, and Captain Roberts, whom I have before had occasion to mention to their lordships, together with Lieutenants Tatnell and Roberts of the Tonnant, and the whole of the officers mentioned by Captain Lockyer, I trust will not fail to meet their lordships' notice.

"Our loss has been severe, particularly in officers; but considering that this successful enterprise has given us the command of Lac Borgne, and considerably reduced our deficiency of transports, the effect has answered my fullest expectations."

Captain Lockyer's *Report.*

"Sir,——I beg leave to inform you, that, in pursuance of your orders, the boats of the squadron, which you did me the honour to place under my command, were formed into three divisions (the first headed by myself, the second by Captain Montresor of the Manley, and the third by Captain Roberts of the Meteor), and proceeded on the night of the 12th inst. from the frigates' anchorage in quest of the enemy's flotilla.

"After a very tedious row of thirty-six hours, during which the enemy attempted to escape from us, the wind fortunately obliged him to anchor off St. Joseph's Island; and nearing him on the morning of the 14th, I discovered his force to consist of five gun-vessels of the largest dimensions, which were moored in a line abreast, with springs on their cables, and boarding-nettings triced up, evidently prepared for our reception.

"Observing also, as we approached the flotilla, an armed sloop endeavouring to join them, Captain Roberts, who volunteered to take her with part of his division, succeeded in cutting her off, and capturing her without much opposition. About ten o'clock, having closed to within long gun-shot, I directed the boats to come to a grapnel, and the people to get their breakfasts; and as soon as they had finished, we again took to our oars, and pulling up to the enemy against a strong current, running at the rate of nearly three miles an hour, exposed to a heavy and destructive fire of round and grape, about noon I had the satisfaction of closing with the commodore in the Seahorse's barge.

"After several minutes' obstinate resistance, in which the greater part of the officers and crew of this boat were either killed or wounded, myself amongst the latter, severely, we succeeded in boarding; and being seconded by the Seahorse's first barge, commanded by Mr. White, midshipman, and aided by the boats of the Tonnant, commanded by Lieutenant Tatnell, we soon carried her, and turned her guns with good effect upon the remaining four. During this time, Captain

Montresor's division was making every possible exertion to close with the enemy, and with the assistance of the other boats, then joined by Captain Roberts, in about five minutes we had possession of the whole of the flotilla.

"I have to lament the loss of many of my brave and gallant companions, who gloriously fell in this attack; but considering the great strength of the enemy's vessels, and their state of preparation, we have by no means suffered so severely as might have been expected.

"I am under the greatest obligations to the officers, seamen, and marines I had the honour to command on this occasion, to whose gallantry and exertions the service is indebted for the capture of these vessels: any comments of mine would fall short of the praise due to them. I am especially indebted to Captains Montresor and Roberts for their service and assistance; they are entitled to more than I can say of them, and have my best thanks for the style in which they pushed on with their divisions to the capture of the remainder of the enemy's flotilla.

"In an expedition of this kind, where so many were concerned, and so much personal exertion and bravery were displayed, I find it impossible to particularize those who distinguished themselves, and whose services deserve to be well spoken of, but I feel it my duty to mention those whose behaviour fell immediately under my own eye. Lieutenant George Pratt, second of the Seahorse, who commanded that ship's boats, and was in the same boat with me, conducted himself to that admiration which I cannot sufficiently express: in his attempt to board the enemy, he was several times severely wounded, and at last so dangerously, that I fear the service will be deprived of this gallant and promising young officer. I cannot omit to mention also the conduct of Lieutenants Tatnell and Roberts of the Tonnant, particularly the former, who, after having his boat sunk along side, got into another, and gallantly pushed on to the attack of the remainder of the flotilla; and Lieutenant Roberts was wounded in closing with the enemy."

List *of* Vessels *captured.*

No. 1. Gun-vessel, 1 long 24-pounder, 4 12-pounder carronades, and 4 swivels, with a complement of 45 men.

No. 2. Gun-vessel, 1 long 32-pounder, 6 long 6-pounders, 2 5-inch howitzers, 4 swivels, and 45 men.

No. 3. Gun-vessel, 1 long 24-pounder, 4 long 6-pounders, and 4 swivels, with 45 men.

No. 4. Gun-vessel, 1 long 24-pounder, 4 12-pounder carronades, and 45 men.

No. 5. Gun-vessel, 1 long 24-pounder, 4 12-pounder carronades, and 45 men.

No. 6. Armed sloop, 1 long 6-pounder, 2 12-pounder carronades, and 20 men.

Names *of* Officers *wounded.*

N. Lockyer, Esq. captain; W. G. Roberts (severely); J. Franklin, H. G. Etough, and G. Pratt (since dead), lieutenants; J. Sudbury, J. Hunter, and M. Pettet, master's mates; J. O'Reilly, R. Uniacke (since dead), P. Drummond,

G. W. Cole, — Pilkington (since dead), G. W. White, and D. M'Kenzie, midshipmen; and J. Uniacke, lieutenant, royal marines.

OFFICERS *killed.*

T. W. Moore, midshipman; J. Mills and H. Symons, volunteers of the first class.

Grand total, 17 killed and 77 wounded.

LEEWARD ISLANDS.

Admiral Sir P. C. Durham being on his passage to assume the chief command of the British squadron, had the good fortune to fall in with, and capture, two French frigates of the largest class. The following are Admiral Durham's accounts of the above affairs:

"VENERABLE, *at Sea, Jan.* 16.

"I have the satisfaction of stating, that this day, at nine a. m. the Cyane made the signal for two strangers in the north-east, which were immediately given chase to; and owing to the very superior sailing of the Venerable, I was enabled to come up within gun-shot of them at the close of the day, leaving the Cyane far astern. On ranging up with the leewardmost (the night was too dark to distinguish her colours), and desirous of saving her from the consequences of so unequal a contest, I hailed her twice to surrender, but the evasive answer returned, obliged me to order the guns to be opened as they would bear; upon this the enemy immediately put his helm up, and under all sail laid us on board, for which temerity he has suffered most severely.

"The promptitude with which Captain Worth repelled the attempt to board, was not less conspicuous than the celerity with which he passed his men into the enemy's frigate, and hauled down her ensign. I have much pleasure in naming the petty officers who distinguished themselves on this occasion, Messrs. Maltman, Walker, and Knevill, master's mates, and Mr. Grey, midshipman.

"This ship proves to be the Alcmene, a beautiful French frigate of 44 guns, having a complement of 319 men at the commencement of the action, commanded by Captain Ducrest de Villeneuve, an officer of much merit, and who was wounded at the time of boarding.

"To his determined resistance, aided by the darkness of the night, the other frigate, for the present, effected her escape; but I have every hope that the Cyane will be enabled to observe her until I have shifted the prisoners, and repaired the trifling damage done to the rigging during the period of the enemy being on board. Our loss consists of 2 seamen killed and 4 wounded; that of the enemy, 2 petty officers and 30 seamen killed, and 50 wounded.

"Lieutenant George Luke, whom I have placed in the frigate, is an old and very deserving officer, having served twenty years under my command."

"VENERABLE, *at Sea, Jan.* 20.

"It affords me much pleasure to inform you of the capture of the French frigate that escaped on Sunday night. The vigilance of Captain Forrest enabled him to keep sight of her during the night and two following days, when, having run 153 miles in the direction I judged the enemy had taken, the Venerable's superior sailing gave me the opportunity of again discovering the fugitive, and, after an anxious chase of nineteen hours, to come up with and capture her. She is named the Iphegenia, a frigate of the largest class, commanded by Captain Emerié, having a complement of 325 men; and, like her consort the Alcmene, is perfectly new. Every means to effect her escape was resorted to, the anchors being cut away, and her boats thrown overboard. On our coming up, we had run the Cyane out of sight from the mast-head. These frigates sailed in company from Cherbourg on the 20th October last, and were to cruise for six months.

"It becomes me now to notice the very meritorious conduct of Captain Forrest, not only in assiduously keeping sight of, but repeatedly offering battle to a force so superior; nor less deserving of my warmest approbation is Captain Worth of this ship, whose indefatigable attention during the many manœuvres attempted by the enemy in this long and arduous chase, was equalled only by the exemplary behaviour of every officer and man under his command."

Copy of a Letter from Captain HILLYAR, *dated March* 30.

"SIR,——I have the honour to acquaint you, for the information of my Lords Commissioners of the Admiralty, that a little past three o'clock on the afternoon of the 28th inst. after nearly five months anxious search, and six weeks still more anxious look-out for the Essex and her companion to quit the port of Valparaiso, we saw the former under weigh, and immediately, accompanied by the Cherub, made sail to close with her. On rounding the outer point of the bay, and hauling her wind for the purpose of endeavouring to weather us and escape, she lost her main-top-mast; and afterwards, not succeeding in an effort to regain the limits of the port, bore up, and anchored so near the shore (a few miles to the leeward of it), as to preclude the possibility of passing ahead of her without risk to his Majesty's ships. As we drew near, my intention of going close under his stern was frustrated by the ship breaking off, and from the wind blowing extremely fresh. Our first fire commencing a little after four, and continuing about ten minutes, produced no visible effect. Our second, a few random shot only, from having increased our distance by wearing, was not apparently more successful; and having lost the use of our main-sail, jib, and main-stay, appearances were a little inauspicious. On standing again towards her, I signified my intention of anchoring (for which we were not ready before) with springs to Captain Tucker, directing him to keep under weigh, and take a convenient station for annoying our opponent. On closing with the Essex at thirty-five minutes past five, the firing re-

commenced; and before I gained my intended position, her cable was cut, and a serious conflict ensued, the guns of his Majesty's ship gradually becoming more destructive, and the crew, if possible, more animated, which lasted until twenty minutes past six, when it pleased the Almighty Disposer of events to bless the efforts of my gallant companions, and my personal (very humble ones), with victory. My friend Captain Tucker, an officer worthy of their lordships' best attentions, was severely wounded at the commencement of the action, but remained on deck until it terminated, using every exertion against the baffling winds and occasional calms, which followed the heavy firing, to close near the enemy: he informs me, that his officers and crew, of whose loyalty, zeal, and discipline I entertain the highest opinion, conducted themselves to his satisfaction.

"I have to lament the death of four of my brave companions, and one of his: with real sorrow I add, that my first lieutenant, Ingram, is among the number; he fell early, and is a great loss to his Majesty's service. The many manly tears which I observed this morning, while performing the last mournful duty at his funeral on shore, more fully evinced the respect and affection of his afflicted companions, than any eulogium my pen is equal to. Our lists of wounded are small, and there is only one for whom I am under any anxiety. The conduct of my officers and crew, without an individual exception that has come to my knowledge, before, during, and after the battle, was such as became good and loyal subjects, zealous for the honour of their much loved, though distant, king and country.

"The defence of the Essex, taking into consideration our superiority of force, the very discouraging circumstance of her having lost her main-top-mast, and being twice on fire, did honour to her brave defenders, and fully evinced the courage of Captain Porter and those under his command. Her colours were not struck until the loss in killed and wounded was so awfully great, her shattered condition so seriously bad, as to render further resistance unavailing.

"I was much hurt on hearing, that her men had been encouraged, when the result of the action was evidently decided, some to take to their boats, and others to swim to the shore: many were drowned in the attempt; sixteen were saved by the exertion of my people, and others, I believe between thirty and forty, effected their landing. I informed Captain Porter, that I considered the latter, in point of honour, as my prisoners: he said the encouragement was given when the ship was in danger from fire, and I have not pressed the point.

"The Essex, of 40 32-pounder carronades, 6 long 12-pounders, and 330 men, is completely stored and provisioned for at least six months; and although much injured in her upper works, is not in such a state as to give the slightest cause of alarm respecting her being able to perform a voyage to Europe with perfect safety. Our main and mizen-masts and main-yard are rather seriously wounded: these, with a few shot-holes between wind and water, which we can get at without

lightening, and a loss of canvas and cordage, which we can partly replace from our well-stored prize, are the extent of the injuries his Majesty's ship has sustained.

"I feel it a pleasant duty to recommend to their lordships' notice my now senior lieutenant, Pearson; Messrs. Allen, Gardner, Porter, and Daw, midshipmen. I should do very great injustice to Mr. G. O'Brien, the mate of the Emily merchantman, who joined a boat's crew of mine in the harbour, and pushed for the ship the moment he saw her likely to come to an action, were I to omit recommending him to their lordships: his conduct, and that of Mr. N. Murphy, master of the English brig Good Friends, was such as to entitle them both to my lasting regard, and proves that they were ever ready to hazard their lives in their country's honourable cause. They came on board when the attempt was attended with great risk, and both their boats were swamped. I have before informed their lordships, that Mr. O'Brien was once a lieutenant in his Majesty's service, and I may now add, that youthful indiscretions appear to have given place to great correctness of conduct; and as he has proved his laudable zeal for its honour, I think, if restored, he will be found one of its greatest ornaments.

"I inclose returns of killed and wounded; and if I am conceived to have trespassed on their lordships' time by this very long letter, I hope it will kindly be ascribed to the right cause—an earnest wish that merit may meet its due reward."

List *of* KILLED *and* WOUNDED.

Phœbe.—Lieutenant W. Ingram and 3 seamen killed; 5 seamen and 2 marines wounded.

Cherub.—1 Marine killed; Captain T. Tucker and 2 marines wounded.

RIO JANEIRO.

Copy of a Letter from Captain RANIER *to Vice-Admiral* DIXON, *dated Niger, at Sea, Jan. 6.*

"SIR,——I acquaint you, for the information of the Lords Commissioners of the Admiralty, that having made the Island of St. Antonio yesterday morning, for the purpose of correcting my longitude, previous to the ships parting company which were bound to Maranam, a strange sail was discovered ahead. I immediately gave chase, his Majesty's ship Tagus in company. She was soon made out to be a frigate, and we had the pleasure to find that we were gaining upon her. At daylight this morning we were not more than a mile and a half distant: at half-past seven they took in studding-sails, and hauled the wind on the starboard tack, finding that we had the advantage before it. The Tagus being to windward, Captain Pipon was enabled to open his fire first, which was briskly returned by the enemy, who had hoisted French colours on the Tagus shewing hers. After exchanging a few broadsides, the French frigate's main-top-mast was shot away, which rendered her escape impossible; and as his Majesty's ship under my command was coming up, any further defence would only have occasioned a useless

sacrifice of lives: they fired a broadside, and struck their colours. On taking possession, she proved to be La Ceres French frigate, of 44 guns and 324 men, commanded by the Baron de Bougainville; out one month from Brest, on her first cruise: she is only two years old, copper-fastened, and sails well.

"I should not do justice to the baron if I omitted to state, that during the long and anxious chase (in which we ran two hundred and thirty-eight miles) his ship was manœuvred in a masterly style.

"I have sent Mr. Manton, first of this ship, in charge of the prize, who is a deserving officer."

An ACCOUNT *of* MONIES *received from his Majesty's Exchequer for the use of the Navy, between Jan. 5,* 1814, *and Jan. 5,* 1815.

	£.	s.	d.
Wages for officers and men	3,676,100	0	0
Half-pay to officers and bounty to chaplains	436,900	0	0
Wages for dock and rope-yards	1,237,000	0	0
GENERAL SERVICES.			
Bills of exchange, imprests, salaries, pensions, marines, &c.	1,630,000	0	0
Building of ships, purchase of stores, repairing ships, purchase of ships taken from the enemy, &c.	4,354,907	10	1
VICTUALLING.			
Provisions and all sorts of victualling stores	4,394,377	4	3
Bills of exchange and imprests	1,055,000	0	0
Necessary money, extra ditto, and contingencies	278,000	0	0
Widows' pensions	47,208	1	2¼
TRANSPORTS.			
Freight of transports, maintenance of prisoners of war, sick and wounded seamen, &c.	4,400,074	3	3
Bills of exchange, &c.	452,000	0	0
	21,961,566	18	9¼

PROMOTIONS *for* 1814.

To be Admirals of the Blue.

S. Edwards, Esq.	4 June	Sir A. Bertie, Bt.	4 June	Sir J. Coffin, Bart.	4 June
G. Campbell, Esq.	ditto	Right Hon. W. Earl		J. Aylmer, Esq.	ditto
Sir J. Saumarez, Bart.		Northesk, K. B.	ditto	S. Osborne, Esq.	ditto
K. B.	ditto	J. Vashon, Esq.	ditto	R. Boger, Esq.	ditto
T. Drury, Esq.	ditto	Rt. Hon. Lord Exmouth	do.		

To be Vice-Admirals of the Blue.

R. Bultecl, Esq.	4 June	Sir T. B. Thompson, Bart.	4 June	Hon. H. Curzon	4 June
W. Luke, Esq.	ditto	J. Laugharne, Esq.	ditto	W. Bligh, Esq.	ditto
J. G. Manley, Esq.	ditto	W. Hargood, Esq.	ditto	L. W. Halsted, Esq.	ditto
J. Osborn, Esq.	ditto	J. Ferrier, Esq.	ditto	E. O. Osborn, Esq.	ditto
E. Crawley, Esq.	ditto	R. J. Bury, Esq.	ditto	Sir H. B. Neale, Bt.	ditto
C. Boyles, Esq.	ditto	R. Moorsom, Esq.	ditto	Sir J. S. Yorke, Bt.	ditto
Sir T. Williams, Knt.	ditto	Sir C. Hamilton, Bt.	ditto	Hon. H. K. Legge	ditto
T. Hamilton, Esq.	ditto				

To be Rear-Admirals of the White.

Hon. H. Hotham	4 June	C. D. Pater, Esq.	4 June	Sir J. Rowley, Bart.	4 June
G. Burlton, Esq.	ditto	Sir H. Popham, Knt.	ditto	E. Codrington, Esq.	ditto

To be Rear-Admirals of the Blue.

G. Parker, Esq.	4 June	H. L. Ball, Esq.	4 June	J. Young, Esq.	4 June
R. Plampin, Esq.	ditto	T. Eyles, Esq.	ditto	J. Macnamara, Esq.	ditto
E. L. Gower, Esq.	ditto	T. Le M. Cosselin, Esq.	do.	D. Campbell, Esq.	ditto
Hon. Sir H. Blackwood, Bart.	ditto	C. Rowley, Esq.	ditto	R. W. Otway, Esq.	ditto
		S. J. Ballard, Esq.	ditto	T. Western, Esq.	ditto
J. E. Douglas, Esq.	ditto	R. Rolles, Esq.	ditto	J. W. Spranger, Esq.	ditto
Viscount Torrington	ditto	W. Lock, Esq.	ditto	W. Lukin, Esq.	ditto
R. Donnelly, Esq.	ditto	D. Milne, Esq.	ditto	E. Fellowes, Esq.	ditto
Sir J. P. Beresford, Bt.	ditto				

To be Captains.

J. Drury	4 Feb.	C. Coote	7 June	N. De Courcy	7 June
A. Gordon	10 Feb.	H. Hopkins	ditto	A. Fraser	ditto
F. Hickey	19 Feb.	J. Ellis	ditto	T. Groube	ditto
H. T. Davis	ditto	J. Pearce	ditto	H. Robinson	ditto
P. Fisher	ditto	C. F. Payne	ditto	H. R. Battersby	ditto
E. R. Sibly	8 Mar.	C. M'Donald	ditto	W. Black	ditto
Hon. H. D. Byng	9 Mar.	G. E. Watts	ditto	M. Head	ditto
Hon. J. A. Maude	11 Mar.	A. Lowe	ditto	T. Stamp	ditto
A. Green	12 Apr.	R. Balfour	ditto	R. R. Wormely	ditto
H. Hayes	28 Apr.	J. J. G. Bremer	ditto	R. Coote	ditto
A. Stow	17 May	J. Porteus	ditto	N. Mitchell	ditto
W. B. Mends	26 May	C. Bertram	ditto	J. Harper	ditto
G. G. Lennocks	4 June	G. Hills	ditto	S. B. Deekar	ditto
Hon. W. J. Napier	ditto	H. Fanshawe	ditto	W. Phipps	ditto
Hon. R. C. Spencer	ditto	J. H. Morrison	ditto	A. V. Drury	ditto
G. Ferguson	6 June	G. Trollope	ditto	E. Flin	ditto
Sir W. G. Parker, Bt.	ditto	T. C. Hitchins	ditto	T. Barclay	ditto
G. R. Sartorius	ditto	T. Mansell	ditto	G. W. Willes	ditto
R. Wauchape	ditto	C. Campbell (2)	ditto	H. O'Grady	ditto
C. H. Watson	ditto	J. Finley	ditto	G. W. H. Knight	ditto
Sir J. G. Sinclair, Bart.	ditto	J. Wilson	ditto	T. Dick	ditto
R. Gambier	ditto	G. Pringle	ditto	W. J. Scott	ditto

M. F. F. Berkeley	June 7	C. Sullivan -	7 June	J. Boxer - -	19 July
B. C. Cator -	ditto	R. Foley - -	ditto	R. O'Connor -	16 Aug.
D. Dunn - -	ditto	H. Jenkinson -	ditto	W. Dowers -	24 Sept.
F. Moresby -	ditto	J. Marshall -	ditto	F. E. Loch -	29 Sept.
G. Rennie - -	ditto	E. Saurin - -	ditto	C. Kerr - -	5 Oct.
F. Vernon - -	ditto	E. Hodder -	27 June	H. F. Senhouse -	12 Oct.
W. Evans - -	ditto	J. H. Godby -	ditto	T. B. Sullivan -	19 Oct.
E. Brazier -	ditto	C. Shaw - -	1 July	T. Alexander -	ditto
E. Hewitt - -	ditto	J. Wemys -	ditto	D. Scott - -	22 Oct.
G. A. Byron -	ditto	W. M'Culloch -	8 July	E. Collier -	18 Nov.
Hon. K. Somerville	ditto	A. Adderley -	19 July	R. Creyke - -	19 Dec.
E. Lyons - -	ditto				

To be Commanders.

J. Kains - -	8 Jan.	V. Newton -	26 May	R. A. Yates -	7 June
J. Kneeshaw -	12 Jan.	W. Hutchinson -	ditto	A. Montgomerie -	ditto
G. Bully - -	17 Jan.	W. Rawlins -	ditto	H. E. Napier -	ditto
S. Radford -	22 Jan.	R. Streatfield -	ditto	J. Montagu -	ditto
A. Allen - -	4 Feb.	Sir W. Burnaby, Bt.	ditto	G. Domett - -	ditto
J. Groves -	14 Feb.	R. Greenaway -	ditto	Sir C. Burrard, Bart.	ditto
A. Dobbs - -	ditto	W. H. Bruce -	27 May	J. Treacy -	11 June
T. Forster -	16 Feb.	P. H. Douglas -	28 May	H. W. Hore -	ditto
J. Gape - -	ditto	G. R. Pechell -	30 May	W. Hotham - -	15 June
W. C. C. Dalyell -	17 Feb.	R. H. H. Pigott -	31 May	R. Tomlinson -	ditto
B. Hall - -	22 Feb.	H. W. Montague -	ditto	N. Vassall -	ditto
H. Shifner -	ditto	C. Midlicott -	4 June	G. Norton - -	ditto
R. Smith - -	4 Mar.	J. West - -	ditto	G. Hayes -	ditto
Lord A. Percy -	8 Mar.	A. K. Branch -	ditto	T. H. Wilson -	ditto
J. Dunn - -	9 Mar.	R. J. Gordon -	ditto	H. Rowed - -	ditto
A. G. Aplin -	12 Mar.	J. Hanmer -	ditto	J. Watson -	ditto
Sir G. M. Keith, Bt.	16 Mar.	R. Julyar - -	7 June	J. Fennell - -	ditto
R. M. Jackson -	31 Mar.	H. Pearson -	ditto	W. Boswell -	ditto
S. T. Dickins -	5 Apr.	G. Hilton - -	ditto	J. R. Morris -	ditto
W. Hendry -	27 Apr.	C. M. Hillier -	ditto	J. Lambert -	ditto
T. Delafons -	28 Apr.	W. R. A. Pettman -	ditto	R. Pridham -	ditto
A. Brown - -	ditto	T. Arscott -	ditto	G. T. Whingate -	ditto
B. Molesworth -	16 May	A. Dixie - -	ditto	G. Ninis - -	ditto
J. A. Arrow -	ditto	E. Stewart -	ditto	J. Seager -	ditto
F. E. Seymour -	ditto	T. Carew - -	ditto	A. Stewart -	ditto
Hon. C. O. Bridgeman	ditto	J. Fisher -	ditto	R. Shed - -	ditto
Hon. G. P. Campbell	ditto	J. Pickard - -	ditto	J. Julyar -	ditto
E. James - -	17 May	J. A. Plumridge -	ditto	E. Collins - -	ditto
D. Mapleton -	ditto	H. Elton - -	ditto	H. Baker (1) -	ditto
T. Colby - -	ditto	J. Meara -	ditto	D. Callaway -	ditto
J. Bazalgette -	ditto	H. C. Deacon -	ditto	R. Wilbraham -	ditto
J. Cornish - -	ditto	Hon. C. L. Irby -	ditto	G. Ingram -	ditto
J. Nicholas -	ditto	J. Athill - -	ditto	J. Corbyn - -	ditto
J. G. M'B. M'Killop	26 May	W. Cobbe -	ditto	R. M'Coy - -	ditto

G. Canning	15 June	W. Rochfort	15 June	F. C. Annesley	30 July
A. B. Thomas	ditto	E. Turberville	ditto	E. Barnard	10 Aug.
J. Hindmarsh	ditto	G. King (1)	ditto	J. F. Stoddert	12 Aug.
T. Bennett	ditto	J. Huggins	ditto	H. Stewart	13 Aug.
J. P. Greenlaw	ditto	J. W. Dalling	ditto	J. D. Cochrane	15 Aug.
T. Gill	ditto	H. Leeke	ditto	J. C. Symonds	16 Aug.
T. Mansell	ditto	A. Buchanan	ditto	J. Richards	23 Aug.
E. Travers	ditto	J. Stirling (2)	ditto	T. Wilson	26 Aug.
H. B. Powell	ditto	J. Pakenham	ditto	J. W. Roberts	ditto
T. Pettman	ditto	F. Le Hunte	ditto	J. Debenham	27 Aug.
W. F. Leith	ditto	C. A. Baker	ditto	J. Tuckey	ditto
J. D. Boswell	ditto	N. Duff	ditto	P. Williams	ditto
Sir C. M. Chalmers, Bt.	do.	R. H. Fuller	ditto	E. Johnson	ditto
W. Dean	ditto	Hon. J. Gordon	ditto	A. C. Stanton	ditto
F. A. H. Parker	ditto	Lord J. Hay	ditto	F. N. Clarke	ditto
G. Bower	ditto	J. Theed	ditto	W. Hillier	ditto
H. Taylor	ditto	R. Russell (2)	21 June	R. Edwards (1)	ditto
C. Haultain	ditto	T. Williams	27 June	R. Haverfield	ditto
J. Askey	ditto	F. Baker	ditto	R. Devonshire	ditto
J. Hilton	ditto	J. F. Coffin	ditto	T. Trimmer	ditto
T. Dickinson	ditto	W. H. Nares	ditto	R. Oliver (1)	ditto
C. M. Selwyn	ditto	W. B. Suckling	ditto	W. C. Jervoise	ditto
D. Hope	ditto	J. Townsend	ditto	J. T. Lascelles	ditto
W. Richards	ditto	J. Berney	ditto	S Arabin	ditto
A. M'Culloch	ditto	H. M. Marshall	ditto	R. J. Elliott	ditto
W. Hamley	ditto	J. Lyons	ditto	J. Lindsay (2)	ditto
F. A. Wetherall	ditto	H. Parker	ditto	F. Hunn	ditto
T. Bury	ditto	J. Puckinghorn	ditto	C. Hamlyn	ditto
R. Moorman	ditto	A. D. Y. Arbuthnot	ditto	J. R. T. Wright	ditto
H. Knight	ditto	H. Stanhope	ditto	E. F. Stanhope	ditto
A. F. Elphinstone	ditto	S. Hoskins	4 July	W. Matthews	ditto
G. Penruddock	ditto	G. Luke	8 July	R. S Harness	ditto
A. Tozer	ditto	E. Boys	ditto	A. Mercadell	3 Sept.
T. Smith	ditto	J. Davy	15 July	C. Giddy	10 Sept.
G. B. Maxwell	ditto	H. Pyne	19 July	C. Pengelly	20 Sept.
F. Duval	ditto	C. B. Harvey	ditto	W. Laugharne	23 Sept.
J. Sibbald	ditto	T. A. Edwards	ditto	M. Roberts	24 Sept.
J. H. Rhodes	ditto	T. Jones	ditto	C. S. White	ditto
W. B. Bigland	ditto	G. King (2)	ditto	G. G. Burton	5 Oct.
C. C. Bennett	ditto	A. B. Valpy	ditto	G. C. Urmston	ditto
W. Walpole	ditto	C. R. Moorsom	ditto	G. Pedlar	12 Oct.
P. Dunn	ditto	J. Furneaux	ditto	J. M'Dowall	ditto
R. Croker	ditto	C. Hutchinson	21 July	R. Robinett	ditto
P. Grace	ditto	C. Greene	23 July	J. F. Morgan	ditto
W. G. C. Kent	ditto	W. Hird	28 July	H. King	19 Oct.
P. M'Quhae	ditto	C. Pearson	ditto	T. Herbert	ditto
H. Baker (2)	ditto	W. Hall	29 July	J. Scott	ditto

F. Truscott	- 22 Oct.	W. Croker	- 2 Nov.	R. B. Yates	- 15 Nov.
J. G. Phillips	- ditto	R. Caulfield	- 4 Nov.	C. Seward	- ditto
J. Sykes	- 2 Nov.	R. J. Lewen	- ditto	T. Morgan	- 16 Nov.
J. Fleming	- ditto				

To be Lieutenants.

J. Vibart	- 1 Jan.	J. Hackney	- 16 Mar.	J. P. Tweed	- 26 May
W. B. Dobson	- 3 Jan.	J. Gourlay	- ditto	E. Maxey	- 27 May
J. Somerville	- ditto	W. Hele	- ditto	P. J. Elmhurst	- ditto
H. F. Greville	- 4 Jan.	H. A. Perkins	- ditto	G. H. Boulby	- ditto
J. St. Quintin	- 7 Jan.	E. Wylde	- ditto	J. W. Martin	- ditto
C. Holroyd	- ditto	J. M. Waugh	- ditto	J. Andrews	- ditto
N. Barwell	- ditto	W. Luce	- ditto	J. Driscoll	- 30 May
Hon. J. Boyle	- 8 Jan.	F. Hastings	- ditto	J. Knight	- ditto
W. H. B. Proby	- 9 Jan.	E. A. Frankland	- ditto	C. Lock	- ditto
G. Bury	- 11 Jan.	J. O'Brien	- 17 Mar.	H. Downes	- 1 June
H. D. C. Douglas	- ditto	R. Edwards	- 25 Mar.	A. Tait	- ditto
O. Vernor	- ditto	Hon. J. Calthorpe	2 Apr.	C. D. Ackland	- ditto
J. Chamberlayne	- ditto	S. H. Moore	- 4 Apr.	C. E. Hutchinson	- 3 June
J. S. Gell	- 14 Jan.	R. Pearce (2)	- 5 Apr.	T. Higgins	- ditto
G. S. Smith	- 22 Jan.	G. Campbell	- ditto	W. Snowey	- 4 June
T. Riches	- ditto	T. Hippius	- ditto	J. Wilkie	- ditto
J. Hallowes	- ditto	H. W. Lewis	- ditto	M. M. M. Grath	- ditto
W. Nott	- 26 Jan.	M. Norman	- ditto	T. A. Plucknett	- ditto
T. Leigh	- ditto	G. Stewart (2)	- 9 Apr.	A. Robertson	- 7 June
J. Derriman	- ditto	W. F. Lapidge	- ditto	W. Tullis	- ditto
J. Newall	- 28 Jan.	M. Crofton	- 11 Apr.	M. Black	- 10 June
W. Pitt (2)	- 29 Jan.	J. Harvey (2)	- 26 Apr.	J. Burch (2)	- 11 June
P. Sheppard	- 4 Feb.	H. Lawless	- 27 Apr.	H. Blair	- ditto
A. Greaves	- ditto	J. Anderson (2)	- 28 Apr.	J. Figg	- ditto
G. B. Skardon	- ditto	J. S. Fletcher	- 30 Apr.	J. Annesley	- ditto
R. M'Kirdy	- ditto	T. Pennington	- 4 May	J. Monk	- 13 June
T. H. Rothery	- ditto	J. Roche	- ditto	R. Rotton	- 16 June
S. Strover	- 5 Feb.	J. D. Fry	- 16 May	H. B. Shipton	- ditto
B. S. Daniels	- 9 Feb.	C. W. Pyne	- ditto	G. Holbech	- ditto
J. Majoribanks	- 14 Feb.	Hon. G. Barrington	ditto	W. Forbes	- ditto
P. P. King	- 28 Feb.	D. Blair	- 17 May	A. Magan	- ditto
A. Drew	- 4 Mar.	R. Morris	- 18 May	C. Bayly	- 17 June
G. Dansey	- 8 Mar.	P. Wybergh	- ditto	W. Dow	- ditto
H. C. M. Phillips	- 10 Mar.	J. S. W. Johnson	- ditto	G. A. Briarly	- 22 June
G. C. Chalmers	- ditto	Hon. H. N. Rous	- ditto	W. Petet	- 27 June
P. Blackwood	- ditto	W. M'Intyre	- 26 May	J. Harrison	- ditto
J. Bowden	- 16 Mar.	A. Cuppage	- ditto	C J. Molineaux	- ditto
M. Crawford	- ditto	R. Warren	- ditto	J. Bulger	- ditto
A. Brenan	- ditto	H. Hawkins	- ditto	T. Hambley	- ditto
F. Bickerstaff	- ditto	T. Stokoe	- ditto	H. M. Love	- ditto
J. Williams	- ditto	J. Gordon (2)	- ditto	W. Bailey	- ditto
P. S Manico	- ditto	C Davis	- ditto	J. Peylon	- ditto

J. Monday	27 June	H. E. Coffin	20 July	T. C. Barron	9 Sept.
H. Harrow	ditto	J. Fisher	21 July	W. Arthur	10 Sept.
J. T. Yates	ditto	J. Lloyd	22 July	W. Hewet	ditto
H. Moore	ditto	G. A. Rix	ditto	E. W. Ramsay	13 Sept.
C. Paynter	ditto	G. Barker	23 July	R. V. Edwards	15 Sept.
W. R. Ward	ditto	J. Bradley	ditto	J. P. Parker	ditto
J. Benson	ditto	J. Graham	ditto	J. R. Barnes	16 Sept.
R. B. Johnston	ditto	A. P. Le Neve	25 July	R. Hare	ditto
E. Oakes	1 July	W. W. Eyton	29 July	W. Southey	17 Sept.
T. Hunt	ditto	G. F. Lyon	30 July	H. A. Bates	20 Sept.
J. W. Bannister	ditto	J. Elwin	2 Aug.	J. Pearson	ditto
J. W. L. Shiels	ditto	R. Norton	9 Aug.	M. J. Currie	23 Sept.
W. Hancock	ditto	C. Andros	ditto	H. Braithwaite	24 Sept.
J. S. Dixon	ditto	W. Porter	10 Aug.	W. Pilch	ditto
E. P. Montague	ditto	J. P. Rocpel	ditto	C. Keele	ditto
J. Hay	ditto	G. Russel	13 Aug.	H. E. Temple	26 Sept.
C. Inglis	ditto	P. H. Mott	16 Aug.	H. P. Jones	ditto
C. Peake	ditto	C. W. G. Griffin	ditto	M. M. Moriarty	ditto
J. Burney	ditto	J. H. Browne	ditto	J. P. D. Larcom	ditto
T. E. Hoste	ditto	R. Futter	ditto	T. Cowen	28 Sept.
S. Wheeler	6 July	J. M. Johnson	ditto	R. Gibbes	ditto
R. Keane	ditto	J. Rowe	ditto	R. Webb	29 Sept.
W. H. Johnson	ditto	W. Prowse	ditto	W. H. Nicholls	ditto
E. Canes	ditto	E. A. Haughton	ditto	C. Golett	ditto
J. Wright	ditto	M. Mitchell	ditto	W. F. Jebb	ditto
P. Stark	ditto	H. W. Hall	ditto	M. T. West	1 Oct.
W. Lloyd	ditto	B. G. Waterhouse	ditto	T. Francillon	5 Oct.
J. Giffard	ditto	W. Leslie	24 Aug.	J. C. Jellicoe	11 Oct.
J. West	ditto	J. Scott (2)	ditto	J. M. Paynter	ditto
J. Reid (2)	ditto	T. Stephenson	ditto	G. Pearson	ditto
J. Goldie	8 July	F. Gray	26 Aug.	G. C. Greenway	ditto
J. Spurway	ditto	H. Fitzgerald	ditto	J. Stewart	ditto
W. Blake	ditto	N. C. France	ditto	F. Hill	12 Oct.
D. Briggs	ditto	H. J. W. Jervis	ditto	J. Moore (3)	19 Oct.
J. J. Pearce	9 July	G. Atkinson	ditto	J. M'Daniel	ditto
J. Hardinge	ditto	W. B. Noble	27 Aug.	D. C. Clavering	21 Oct.
T. Barrow	ditto	W. Wood (2)	ditto	W. Keefe	22 Oct.
R. Maltman	12 July	W. U. Peters	ditto	G. Morrison	ditto
W. Moore	ditto	J. Irwin	1 Sept.	J. Chapman	24 Oct.
W. B. Strugnell	18 July	V. Munbee	ditto	J. Wilkinson	26 Oct.
J. Richards	19 July	E. B. Stewart	ditto	J. Roy	27 Oct.
N. Webb	ditto	G. Hare (1)	2 Sept.	S. Casterton	4 Nov.
G. P. Eyre	ditto	D. Bolton	3 Sept.	P. Morrison	ditto
T. Carew	ditto	W. D. Evance	ditto	G. Hare (2)	ditto
C. M. Chapman	ditto	G. Beckwith	ditto	R. Wemyss	5 Nov.
J. Mainwaring	ditto	C. Daly	7 Sept.	W. F. Bond	8 Nov.
J. Heyland	ditto	G. Lydè	9 Sept.	G. Allen	18 Nov.

F. Lyon	18 Nov.	T. Evans (2)	13 Dec.	J. Stuart (2)	23 Dec.
D. Peake	ditto	A. F. Gardiner	ditto	J. R Forrest	ditto
J. R. Black	29 Nov.	A. S. Pearson	14 Dec.	T. W. Moffatt	ditto
J. Parker	ditto	H. Tull	ditto	C. F. Archer	ditto
G. Arden	ditto	R. Barclay	ditto	W. Liardet	ditto
R. B. Raban	ditto	J. Hornby	ditto	G. A. Lewin	ditto
J. Binney	ditto	C. Knight	ditto	J. Steuart	ditto
B. Leggett	ditto	W. Venus	ditto	C. Caldecot	ditto
T. R. Brigstocke	ditto	C. Croker	17 Dec.	Hon. H. Finch	28 Dec.
H. S. Gardiner	2 Dec.	W. Lawson	23 Dec.	W. C. Wylly	29 Dec.
E. L. Thornbrough	12 Dec.				

1815.

AT AND NEAR HOME.

PARLIAMENT having met on the 8th of November, 1814, the Prince Regent opened the sessions by delivering the following speech from the throne:

"*My Lords and Gentlemen,*

"It is with deep regret, that I am again obliged to announce the continuance of his Majesty's lamented indisposition.

"It would have given me great satisfaction to have been enabled to communicate to you the termination of the war between this country and the United States of America. Although this war originated in the most unprovoked aggression on the part of the government of the United States, and was calculated to promote the designs of the common enemy of Europe against the rights and independence of all other nations, I never have ceased to entertain a sincere desire to bring it to a conclusion on just and honourable terms. I am still engaged in negociations for this purpose: the success of them must, however, depend upon my disposition being met with corresponding sentiments on the part of the enemy.

"The operations of his Majesty's forces by sea and land in the Chesapeake, in the course of the present year, have been attended with the most brilliant and successful results. The flotilla of the enemy in the Patuxent has been destroyed. The signal defeat of their land forces enabled a detachment of his Majesty's army to take possession of the city of Washington; and the spirit of enterprise which has characterized all the movements in that quarter, has produced on the inhabitants a deep and sensible impression of the calamities of a war in which they have been so wantonly involved. The expedition directed from Halifax to the northern coast of the United States has terminated in a manner not less satisfactory. The successful course of this operation has been followed by the imme-

diate submission of the extensive and important district east of the Penobscot river to his Majesty's arms.

"In adverting to these events, I am confident you will be disposed to render full justice to the valour and discipline which have distinguished his Majesty's land and sea forces; and you will regret with me the severe loss the country has sustained by the fall of the gallant commander of his Majesty's troops in the advance upon Baltimore.

"I availed myself of the earliest opportunity afforded by the state of affairs in Europe to detach a considerable military force to the river St. Lawrence, but its arrival could not possibly take place till an advanced period of the campaign.

"Notwithstanding the reverse which appears to have occurred on Lake Champlain, I entertain the most confident expectation, as well from the amount as from the description of the British force now serving in Canada, that the ascendency of his Majesty's arms throughout that part of North America will be effectually established.

"The opening of the congress at Vienna has been retarded, from unavoidable causes, to a later period than had been expected.

"It will be my earnest endeavour, in the negociations which are now in progress, to promote such arrangements as may tend to consolidate that peace, which, in conjunction with his Majesty's allies, I have had the happiness of concluding; and to re-establish that just equilibrium amongst the different powers, which will afford the best prospect of permanent tranquillity to Europe.

"*Gentlemen of the House of Commons,*

"I have directed the estimates for the ensuing year to be laid before you. I am happy to be able to inform you, that the revenue and commerce of the united kingdom are in the most flourishing condition.

"I regret the necessity of the large expenditure which we must be prepared to meet in the course of the ensuing year; but the circumstances under which the long and arduous contest in Europe has been carried on and concluded, have unavoidably led to large arrears, for which you will see the necessity of providing; and the war still subsisting with America renders the continuance of great exertions indispensable.

"*My Lords and Gentlemen,*

"The peculiar character of the late war, as well as the extraordinary length of its duration, must have materally affected the internal situation of all the countries engaged in it, as well as the commercial relations which formerly subsisted between them. Under these circumstances, I am confident you will see the expediency of proceeding with due caution in the adoption of such regulations as may be necessary for the purpose of extending our trade, and securing our present advantages; and you may rely on my cordial co-operation and assistance in every measure which is calculated to contribute to the prosperity and welfare of his Majesty's dominions."

On the 21st February, the Earl of Darnley brought forward certain motions with regard to the conduct of the naval department. In describing the first motion which he proposed to submit, the noble earl took occasion to observe, that the American vessels notoriously mounted only the number of guns at which they were rated, while the English vessels mounted more; and that the former were efficiently manned, while a portion of the complement of the latter was made up of boys. Our frigates employed against America were, he maintained, so constructed and manned, that they were not competent either to fight or run away. As to the construction of our vessels, he thought it highly material to consider the subject, whether the country was in a state of war or a state of peace, because our security so much depended upon the efficiency of our navy. The construction of our shipping had generally become a subject of serious complaint among naval men, while those to whom the complaint was preferred still persisted in their own system, either from overweening conceit, or from ignorance of the science of ship-building. The incompetency of our vessels employed against the enemy involved a more serious charge against the Admiralty, because, from various circumstances, they had so much reason to calculate upon a war with America, of the nature of whose shipping they could not be ignorant, and, of course, it was their peculiar duty to avail themselves of the opportunity for ample preparation; yet in no point of view were they adequately prepared, neither in the construction, size, nor equipment of our shipping. He did not mean to say, that the Admiralty was culpable in not manning all our ships according to the plan of the Americans; but he would maintain, that all the ships despatched to the American station, or employed to cruise against the Americans, ought to have been so manned, and which the Admiralty was quite competent to provide. The omission to do its duty in this respect had indisputably led to the most unfortunate results, among which was the capture of the Macedonian, and the death of her gallant commander, who, even before he sailed from Portsmouth, notoriously complained of the inefficiency of his crew.

In order to demonstrate the inefficient manner in which our ships were manned, the defective armaments on the lakes, and the consequent disasters which had befallen our naval service, his lordship moved for the production of the following papers; declaring, in conclusion, that "if the war with America had been properly conducted, defeat or disgrace would have stained no part of its progress."

The following are the resolutions moved by his lordship: 1. A list of all ships of war under the rate of line-of-battle ships in commission on the 26th December, 1814, specifying the number of guns, weight of metal, and complement of men and boys, distinguishing the latter in each class; together with a statement of the dates at which any of such ships have been ordered to be built, and have been launched since June 18, 1812. 2. Copies of all correspondence between the Admiralty and Navy-Board on the subject of sloops of war, corvettes, or 20-gun

ships, built after the model of the Bonne Citoyenne; together with a list of these vessels, their dimensions, and tonnage, and also the dimensions and tonnage of the Bonne Citoyenne; the expenses of their first outfit, and the particulars and expenses of all alterations that have taken place in those vessels to the present time. 3. Copies of all reports or representations made to the Admiralty or Navy-Board by officers commanding the said vessels. 4. Correspondence between the Admiralty and Navy-Board on the subject of the following sloops of war built by contract, viz. Eden, Mersey, Tyne, Tees, Tamer, Menai, Dee, Wye, Fozzy, and Conway. 5. Copies of reports or representations made by officers commanding those ships to the Admiralty or Navy-Board. 6. Minutes of the court-martial on the captain and crew of his Majesty's ship Epervier. 7. Minutes of the court-martial on the captain and crew of his Majesty's ship Avon. 8. Copies of all representations made by officers commanding ships of war relative to the insufficiency of their respective crews, from the commencement of the war with the United States of America to the present time. 9. A statement of the expense incurred, as far as the same can be ascertained, in the original building and equipping, or attempting to rebuild and equip, the Prompte and Psyche frigates, and Goshawk and Colibri sloops; together with their present situation and state, according to the latest accounts received at the Admiralty, and if sold, the amount of such sale. 10. A return of stores furnished by his Majesty's ships Centaur, Ajax, Warspite, York, and Vengeur, towards the equipment of the fleet on Lake Ontario during the summer of 1814. 11. Copies or extracts of correspondence with the government of Canada on the subject of the naval armaments on the American lakes, and an account of the measures taken in consequence thereof by his Majesty's government. 12. A statement of the amount and distribution of the naval force on the Cork station, under the command of Admiral Sawyer, during the months of June, July, and August, 1814. 13. Copies of orders or instructions given to British officers commanding frigates to avoid action with American frigates.

Viscount Melville said, he thought it unnecessary to make many observations upon what had fallen from the noble lord, as, with one exception, he did not mean to oppose the motion. The noble lord had, however, thought proper to make a charge against the Board of Admiralty, to which he felt it his duty to give an answer. With respect to the assertion, that our ships were not sufficiently manned, whilst those of the Americans were manned with picked men; admitting the latter part of the statement, he must wholly deny the former allegation. For the Americans to man their five or six national ships with picked men, whom they could select out of the whole maritime population of the United States, was undoubtedly very easy; but how was it possible for our navy to be manned in the same way? During the war we had 140,000 seamen, and it was an absurdity to suppose that they could be picked men. It was a question that required no argu-

ment; the thing was impossible. That our vessels were sufficiently manned, in the opinion of competent judges, he had no hesitation in asserting; and within the last two years the complement of men on board our frigates had been increased. With respect to the class of vessels built on the model of the Bonne Citoyenne, to which the noble lord had so strongly objected, he had only heard of two of these vessels being complained of. It was a fact well known, that classes of vessels built upon the same model never had been equally well constructed. This might be owing to a variety of causes, but such had been invariably the fact. With respect to a defective construction of our ships, he must unfortunately admit it: but upon what ground could blame be attached on this point to the present Board of Admiralty? The system of building had gone on for a century; its defects were pointed out by the commissioners of naval revision; the improvements then suggested were now in progress: it was, therefore, manifestly unjust to blame the present Board of Admiralty for the defective construction of vessels, which they were adopting every means to remedy. With regard to the last motion of the noble lord, as to instructions sent out to the officers of frigates not to risk an encounter with American frigates, nominally so called, but in reality of much larger force; the instructions having been secret and confidential, accompanied by other matters, he must object to the production of such letters during the war. He was fully prepared, however, to justify in this instance, as in others, the Board of Admiralty. If the captain of a frigate sought an encounter with a French line-of-battle ship, he would be of course brought to a court-martial; and if the honourable feelings of our officers commanding frigates of an inferior rate led them to encounter vessels nicknamed frigates, but which were in fact line-of-battle ships, was it not incumbent on the Board of Admiralty to check their ardour, and prevent the useless sacrifice of lives?

The first twelve motions were then agreed to, and the thirteenth Lord Darnley withdrew.

On the 12th of June, Lord Darnley moved for an inquiry into the naval administration of the country; which, after a reply from Lord Melville, was negatived.

At the commencement of the year, the most confident hopes and expectations were entertained, that the peace which had been concluded between the different hostile powers would have been of a long duration; that after so many years of continued warfare and of unexampled calamity, the nations of Europe would have been allowed to enjoy that repose for which they had been so long contending. These expectations, however, were disappointed, for a short time, by the landing of Buonaparte in France, and again assuming the imperial dignity. Measures were immediately taken by the British government, in conjunction with its allies, "to prevent the revival of a system, which experience has proved to be incompatible with the peace and independence of the nations of Europe;"

and in the short space of three months, the French emperor was again obliged to abdicate the crown, and fly for personal safety into the arms of England.

Extract of a Letter from Captain MAITLAND *to* J. W. CROKER, *Esq. dated Bellerophon, Basque Roads, July* 14.

"SIR,——For the information of the Lords Commissioners of the Admiralty, I have to acquaint you, that the Count Las Casas and General Allemand this day came on board his Majesty's ship under my command, with a proposal for me to receive on board Napoleon Buonaparte, for the purpose of throwing himself on the generosity of his Royal Highness the Prince Regent.

"Conceiving myself authorized by their lordships' secret order, I have acceded to the proposal, and he is to embark on board this ship to-morrow morning.

"That no misunderstanding might arise, I have explicitly and clearly explained to the Count Las Casas, that I have no authority whatever for granting terms of any sort; but that all I can do is, to convey him and his suite to England, to be received in such a manner as his Royal Highness may deem expedient."

MEDITERRANEAN.

Extract of a Letter from Lord BURGHERSH *to Lord* CASTLEREAGH, *dated Rome, May* 16.

"MY LORD,——I have received a letter from Captain Campbell of the Tremendous, dated Naples, the 13th inst. in which he states, that, in consequence of arrangements made with me at Florence, and transmitted to your lordship in a former despatch, he had proceeded off the bay of Naples. He stated, on his arrival there, to the Neapolitan government, that, unless the ships of war were surrendered to him, he would bombard the town. A French frigate appearing at that moment, Captain Campbell proceeded towards her, and followed her into Gaeta. He returned on the 11th with his squadron, consisting of his own ship, the Tremendous, the Alcmene frigate, and the Partridge sloop of war.

"By a letter from the Duke del Gallo, he was requested not to proceed against the town. Prince Cariati was sent by Madame Murat to negociate for the surrender of the ships, and Captain Campbell dictated the following terms, which were agreed to:

"1. The ships of the line in the bay to be given up.

"2. The arsenal of Naples to be delivered over, and commissioners appointed to take an inventory of its actual state.

"3. The ship of the line on the stocks, with all the materials for its completion, to be given up and guaranteed.

"These captures to be at the joint disposition of the governments of England and of Ferdinand IV. of Naples.

"In return, Captain Campbell engaged not to act against the town of Naples.

"Captain Campbell was in possession of the two ships of the line when he wrote to me at eight p. m. on the 13th: they were to proceed the next day to Palermo or Malta.

"I beg to congratulate your lordship on this success; it reflects the highest credit on Captain Campbell, by whose energy and activity it has been obtained.

"The feeling of the inhabitants of Naples is excellent: a riot in the town against the government had been feared, but since the arrival of the British squadron more order had been established."

Extracts of Letters from Admiral Lord EXMOUTH *to* J. W. CROKER, *Esq.*

"*H. M. S.* BOYNE, *Naples Bay, May 25.*

"SIR,——My letter of the 12th will have informed their lordships of my movements up to that date, and the arrangements I had made with Lord William Bentinck and the forces from Sicily to co-operate with the allies upon Naples. In continuation, I beg to acquaint you, for their lordships' further information, that I arrived off Civita Vecchia on the evening of the 18th, where, learning from Mr. Cook (who came from Rome expressly for the purpose) the rapid approach of the Austrians towards Naples, I continued my voyage without delay for that place.

"I reached Naples on the 20th, finding the Tremendous and Alcmene at anchor close to the mole, and the two line-of-battle ships hauled out along side of them. On the 21st, in the morning, the marines were landed, and took possession of the forts and castle of St. Elmo, and, united with the civic guard, kept the city in a tolerable state of tranquillity until the 23d, when the Austrian army made its public entry with Prince Leopold; and the next day the different forts were delivered over, and the marines embarked.

"It is my intention to put the government of King Ferdinand IV. on his arrival, in immediate possession of the naval arsenal, with the Vesuvius of 80 guns, building at Castellamare, and also all the gun-boats, &c. in the arsenal of Naples, which I think are absolutely necessary for conducting the affairs of government, until the pleasure of their lordships shall be known.

"The two ships of the line, Joachim and Capri, which were entirely abandoned to Captain Campbell by the late government, I have ordered to proceed to Malta, manned and conducted by the Alcmene, there to wait their lordships' instructions."

"BOYNE, *Genoa Bay, July 3.*

"SIR,——I have the honour to acquaint you, for their lordships' information, that I arrived at this anchorage this morning with the ships named in the margin*, having previously landed the first division of the Austrian troops at Leghorn. From the situation in which I find affairs on the coast of Provence, I have, in

* Boyne, Impregnable, Bombay, and Pilot.

concert with Major-General Sir H. Lowe, come to the determination to proceed to Marseilles with about 3000 men of this garrison, who embarked with the assent of the Sardinian government, at our request; and it is my intention to take the transports with the arms on board, to be employed as may be found advisable. I shall use every effort to afford all the assistance and co-operation in my power to carry into effect the intentions of his Majesty's government, as detailed in the papers accompanying your letter of the 30th May last, which I have this morning had the honour to receive from Sir H. Lowe, who embarks on board the Boyne, and I hope to sail in the morning for Marseilles."

"BOYNE, *off Marseilles, July* 18.

"SIR,——In reference to my letter of the 3d inst. a duplicate of which accompanies this, I have the honour to acquaint you, for their lordships' information, that we anchored in Marseilles roads on the evening of the 10th, with the ships named in the margin*. The following morning I went on shore, accompanied by Major-General Sir H. Lowe, where we were received by the Maquis de Riviere, the members of the royal committee of Provence, acting in the name of his Majesty Louis XVIII. and all the other authorities, with every manifestation of joy. On the 13th, the transports from Genoa, under convoy of the Aboukir, anchored in the bay; the following morning the troops (about 3500) debarked, and have occupied such a position as the general and myself have thought most eligible. I have landed 500 marines from the line-of-battle ships, who are doing duty with the army.

"The loyalty of the Marseillois is very conspicuous; and the appearance of a British force, together with the arming of the national guard, which the Marquis de Riviere has been enabled to accomplish through my assistance, has produced the best effect in calling forth professions of attachment to the royal cause, which their unprotected and defenceless state until now compelled them to suppress. Toulon still displays the tri-coloured flag under Marshal Brune, and great excesses have been committed in raising contributions in that neighbourhood.

"On the 13th, Marshal Murat, who is at Toulon, sent his aide-de-camp, Lieutenant-General Rosetti, to me, to propose his being received on board one of the ships, for protection and safe conveyance to England. In reply, I charged this officer to inform Murat, that if he chose to go on board one of the ships off Toulon, in order to receive personal protection, it would be afforded; but that I should not enter into any engagement with him as to his destination, leaving that point to be settled by reference to England.

"I have this day heard, that Murat, finding (on the return of this officer) he would not be received on board a British ship on the terms which he proposed, has left Toulon, taking an eastern route towards Piedmont."

* Boyne, Impregnable, Pompée, and Bombay.

"BOYNE, *off Marseilles, July* 24, 10 *p. m.*

"SIR,——I hasten to communicate to you, for the information of their lordships, that I am this moment returned from the pass of Olioules, whither Major-General Sir H. Lowe and myself accompanied the Marquis de Riviere (his Majesty's lieutenant in these provinces), this morning from our advanced post, to receive the adhesion of the officers of the army and navy at Toulon, which was tendered to the marquis, and the white flag hoisted under a discharge of 100 pieces of cannon, and acknowledged by one of my frigates off the harbour."

"BOYNE, *off Marseilles, Aug.* 1.

"SIR,——Their lordships will be informed, by my letter of the 24th July, of the arrangement made on the 24th by the Maquis de Riviere and Marshal Brune. The non-performance of the stipulated removal of Marshal Brune and the disaffected regiments, has occasioned a correspondence between Major-General Sir Hudson Lowe and myself and the Marquis de Riviere, which was this morning happily terminated, by Marshal Brune delivering himself into the hands of the marquis, to be sent, accompanied by his aide-de-camp, to Paris."

NORTH AMERICA.

Copy of a Letter from Sir H. HOTHAM, *dated Jan.* 23.

"SIR,——I have the honour to acquaint you with the capture of the United States' ship President on the 15th inst. by the force described in the margin*, which I collected off the bar of New-York, under the direction of Captain Hayes. She, and the Macedonian armed brig of 420 tons, loaded with provisions, sailed on the preceding evening, under the command of Commodore Decatur; but the present season of the year and the dark nights, of which he availed himself, have not enabled him to elude the vigilance of Captain Hayes, and the commanders of his Majesty's ships under his orders, who have well discharged the important duties I assigned them; and I beg leave to offer you my congratulations in the design of the American government being defeated.

"You will perceive, by the reports Captain Hayes has delivered to me (copies of which I do myself the honour to transmit to you herewith), that the ardour displayed by Captain Hope in the pursuit, the intrepidity with which he brought the enemy's ship to close action, and the undaunted spirit with which the Endymion's inferior force was singly employed for the space of two hours and a half, bear honourable evidence of judgment in the position in which she was placed, and of the destructive precision of her fire in the sinking state of her antagonist, the heavy loss sustained by him, and his inability to make further resistance when the Pomone arrived up with him; while the loss and damage sustained by the En-

* Majestic, Captain Hayes; Tenedos, Captain Hyde Parker; Endymion, Captain Hope; and Pomone, Captain Lumley.

dymion were comparatively small: and although the distinguished conduct of Captain Hope, his officers and ship's company, can derive no additional lustre from my commendation, I cannot withhold my tribute of applause; nor can I refrain from assuring you, that the judicious conduct of Captain Hayes in the direction of the force under his orders, and the exertion exhibited by him, and by Captains Parker, Hope, and Lumley, have justified the confidence I had placed in their zeal, and have rendered them worthy of your approbation."

Captain HAYES' *Report, dated Jan.* 17.

"SIR,——I have the honour to acquaint you, that, notwithstanding my utmost endeavours to keep the squadron committed to my charge close in with Sandy-Hook, agreeably to your directions, for the purpose of preventing the escape of the United States' ship President, and other vessels ready for sea at Station Island, we were repeatedly blown off by frequent gales; but the very great attention paid to my orders and instructions by the respective captains, in situations difficult to keep company, prevented separation; and whenever the wind did force us from the coast, I invariably, on the gale moderating, placed the squadron on that point of bearing from the Hook I judged it likely, from existing circumstances, would be the enemy's track; and it is with great pleasure I have now to inform you of the success of the squadron, in the capture of the United States' ship President, Commodore Decatur, on Saturday night, after an anxious chase of eighteen hours.

"On Friday, the Tenedos joined me, with your orders to take Captain Parker, in that ship, under my command: we were then in company with the Endymion and Pomone off the Hook, and in sight of the enemy's ships, but that night the squadron was blown off again in a severe snow-storm. On Saturday, the wind and weather became favourable to the enemy, and I had no doubt he would attempt his escape that night. It was impossible, from the direction of the wind, to get in with the Hook, and, as before stated, in preference to closing the land to the southward, we stood away to the northward and eastward, till the squadron reached the supposed track of the enemy; and what is a little singular, at the very instant of arriving at that point, an hour before daylight, Sandy-Hook bearing W. N. W. fifteen leagues, we were made happy by the sight of a ship and brig standing to the southward and eastward, and not more than two miles on the Majestic's weather bow: the night-signal for a general chase was made, and promptly obeyed by all the ships.

"In the course of the day the chase became extremely interesting, by the endeavours of the enemy to escape, and the exertions of the captains to get their respective ships along side of him: the former, by cutting away his anchors, and throwing overboard every moveable article, with a great quantity of provisions; and the latter, by trimming their ships in every way possible to effect their purpose.

As the day advanced the wind declined, giving the Endymion an evident advantage in sailing; and Captain Hope's exertions enabled him to get his ship along side of the enemy, and commence close action at half an hour past five o'clock in the evening, which was continued, with great gallantry and spirit on both sides, for two hours and a half, when the Endymion's sails being cut from the yards, the enemy got ahead. Captain Hope taking this opportunity to bend new sails, to enable him to get his ship along side again, the action ceased, till the Pomone getting up at half-past eleven at night, and firing a few shot, the enemy hailed to say, that she had already surrendered.

"The ship, on being taken possession of, proved to be the President, as above stated, commanded by Commodore Decatur. The vessel in company with her was the Macedonian brig*, which made her escape by very superior sailing.

"And now, sir, a very pleasing part of my duty is the bearing testimony to the able and masterly manner in which the Endymion was conducted, and the gallantry with which she was fought; and when the effect produced by her well-directed fire upon the President is witnessed, it cannot be doubted but that Captain Hope would have succeeded in either capturing or sinking her, had none of the squadron been in sight.

"For your further information, I have the honour to inclose Captain Hope's letter, with a return of killed and wounded on board the Endymion. I have not yet been able to ascertain the loss of the President, but I believe it to be much greater than the Endymion's, and she had six feet water in the hold when taken possession of. Both ships were very much cut in masts and rigging, and had the present most severe gales commenced twelve hours sooner, the prize would undoubtedly have sunk. As soon as the weather will permit a communication, I shall procure further particulars, and then send the Endymion and Pomone, with the prize and prisoners, to Bermuda."

NUMBER *and* CALIBER *of the President's Guns.*

Main-deck, 30 long 24-pounders; quarter-deck, 14 42-pounder carronades, 1 long 24-pounder, and 1 24-pounder howitzer; forecastle, 6 42-pounder carronades and 1 long 24-pounder; fore-top, 2 brass 6-pounders; main-top, 2 brass 6-pounders; and mizen-top, 2 smaller guns.—Total, 59.

Captain HOPE'S *Report, dated Jan.* 15.

"SIR,——I inclose a return of the killed and wounded; and I have great pleasure in bearing testimony to the very great assistance I received from the senior lieutenant, Morgan, during the whole day's proceedings; together with the cool and determined bravery of my officers and ship's company on this fortunate occasion. Where every individual has so conspicuously done his duty, it would be injustice for me to particularize; but I trust the loss and damage sustained by the

* A merchant-ship, laden with provisions.

enemy's frigate, will shew the steady and well-directed fire kept up by his Majesty's ship under my command. Although our loss has been severe, I am happy to state that it is trifling when compared to that of the enemy."

KILLED *and* WOUNDED *on board the Endymion.*

11 Killed and 14 wounded.

Copy of a Letter from Sir A. COCHRANE, *dated Armide, off Isle au Chat, Jan.* 18.

"SIR,——An unsuccessful attempt to gain possession of the enemy's lines near New-Orleans on the 8th inst. having left me to deplore the fall of Major-General the Hon. Sir E. Pakenham and Major-General Gibbs, and deprived the service of the present assistance of Major-General Keane, who is severely wounded, I send the Plantagenet to England to convey a despatch from Major-General Lambert, upon whom the command of the army has devolved; and to inform my Lords Commissioners of the Admiralty of the operations of the combined forces since my arrival upon this coast.

"The accompanying letters of the 7th and 16th ult. will acquaint their lordships of the proceedings of the squadron to the 15th December. The great distance from the anchorage of the frigates and troop-ships to the Bayon Catalan, which, from the best information we could gain, appeared to offer the most secure, and was indeed the only unprotected spot whereat to effect a disembarkation; and our means, even with the addition of the captured enemy's gun-vessels, only affording us transport for half the army, exclusive of the supplies that were required, it became necessary, in order to have support for the division that would first land, to assemble the whole at some intermediate position, from whence the second division could be re-embarked in vessels brought light into the lake, as near the Bayon as might be practicable, and remain there until the boats could land the first division and return. Upon the 16th, therefore, the advance, commanded by Colonel Thornton of the 85th regiment, was put into the gun-vessels and boats, and Captain Gordon of the Seahorse proceeded with them, and took post upon the Isle aux Poix, a small swampy spot at the mouth of the Pearl river, about thirty miles from the anchorage, and nearly the same distance from the Bayon, where Major-General Keane, Rear-Admiral Codrington, and myself joined them on the following day, meeting the gun-vessels and boats returning to the shipping for troops, and supplies of stores and provisions.

"The Hon. Captain Spencer of the Carron, and Lieutenant Peddy of the quarter-master-general's department, who were sent to reconnoitre the Bayon Catalan, now returned, with a favourable report of its position for disembarking the army, having, with their guide, pulled up in a canoe to the head of the Bayon, a distance of eight miles, and landed within a mile and a half of the high road to, and about six miles below, New-Orleans, where they crossed the road without meeting with any interruption, or perceiving the least preparation on the part of the enemy.

"The severe changes of the weather, from rain to fresh gales and hard frost; retarding the boats in their repeated passages to and from the shipping, it was not until the 21st that (leaving on board the greater part of the two Black regiments and dragoons) we could assemble troops and supplies sufficient to admit of our proceeding; and on that day we commenced the embarkation of the second division in the gun-vessels, such of the hired craft as could be brought into the lakes, and the Anaconda, which, by the greatest exertions, had been got over the shoal passages. On the 22d, these vessels being filled with about 2400 men, the advance, consisting of about 1600, got into the boats, and at eleven o'clock the whole started, with a fair wind, to cross Lac Borgne. We had not, however, proceeded above two miles when the Anaconda grounded; and the hired craft and gun-vessels taking the ground in succession before they got within ten miles of the Bayon, the advance pushed on, and at about midnight reached the entrance.

"A picquet, which the enemy had taken the precaution to place there, being surprised and cut off, Major-General Keane, with Rear-Admiral Malcolm and the advance, moved up the Bayon, and having effected a landing at daybreak, in the course of the day was enabled to take up a position across the main road to New-Orleans, between the river Mississippi and the Bayon.

"In this situation, about an hour after sunset, and before the boats could return with the second division, an enemy's schooner of 14 guns, and an armed ship of 16 guns, having dropped down the Mississippi, the former commenced a brisk cannonading, which was followed up by an attack of the whole of the American army. Their troops were, however, beaten back, and obliged to retire with considerable loss, and Major-General Keane advanced somewhat beyond his former position. As soon as the second division was brought up, the gun-vessels and boats returned for the remainder of the troops, the small-armed seamen and marines of the squadron, and such supplies as were required.

"On the 25th, Major-General Sir E. Pakenham and Major-General Gibbs arrived at head-quarters, when the former took the command of the army.

"The schooner, which had continued at intervals to annoy the troops, having been burnt on the 27th by hot shot from our artillery, and the ship having warped further up the river, the following day the general moved forward to within gunshot of an entrenchment which the enemy had newly thrown up, extending across the cultivated ground from the Mississippi to an impassable swampy wood on his left, a distance of about 1000 yards.

"It being thought necessary to bring heavy artillery against this work, and also against the ship which had cannonaded the army when advancing, guns were brought up from the shipping, and on the 1st inst. batteries were opened; but on our fire not having the desired effect, the attack was deferred until the arrival of Major-General Lambert, who was daily expected.

"Major-General Lambert, in the Vengeur, with a convoy of transports, having

on board the 7th and 43d regiments, reached the outer anchorage on the 1st, and this reinforcement was all brought up to the advance on the 6th inst. while preparations were making for a second attack; in the proposed plan for which, it was decided to throw a body of men across the river, to gain possession of the enemy's guns on the right bank. For this purpose, the canal by which we were enabled to conduct provisions and stores towards the camp, was widened and extended to the river; and about fifty barges, pinnaces, and cutters having, in the daytime of the 7th, been traced, under cover and unperceived, close up to the bank, at night the whole were dragged into the Mississippi, and placed under the command of Captain Roberts of the Meteor.

"The boats having grounded in the canal, a distance of 350 yards from the river, and the bank being composed of wet clay thrown out of the canal, it was not until nearly daylight that, with the utmost possible exertions, this service was performed.

"The 85th regiment, with a division of seamen under Captain Money, and a division of marines under Major Adair, the whole amounting to about 600 men, commanded by Colonel Thornton of the 85th regiment, were embarked, and landed on the right bank of the river, without opposition, just after daylight; and the armed boats moving up the river as the corps advanced, this part of the operation succeeded perfectly, the enemy having been driven from every position, leaving behind him 17 pieces of cannon.

"The great loss, however, sustained by the principal attack having induced General Lambert to send orders to Colonel Thornton to retire, after spiking the guns and destroying the carriages, the whole were re-embarked and brought back; and the boats, by a similar process of hard labour, were again dragged into the canal, and from thence to the Bayon, conveying, at the same time, such of the wounded as it was thought requisite to send off to the ships.

"Major-General Lambert having determined to withdraw the army, measures were taken to re-embark the whole of the sick and wounded that it was possible to move, and the stores, ammunition, ordnance, &c. with such detachments of the army, seamen, and marines as were not immediately wanted, in order that the remainder of the army might retire unencumbered, and the last division be furnished with sufficient means of transport. This arrangement being in a forward state of execution, I quitted head-quarters on the 14th inst. leaving Rear-Admiral Malcolm to conduct the naval part of the operations in that quarter; and I arrived at this anchorage on the 16th, where I am arranging for the reception of the army, and preparing the fleet for further operations.

"I must, in common with the nation, lament the loss the service has sustained by the deaths of Major-General the Hon. Sir E. Pakenham and Major-General Gibbs. Their great military qualities were justly estimated while living, and their zealous devotion to our country's welfare will be cherished as an example to future generations.

"In justice to the officers and men of the squadron under my command who have been employed upon this expedition, I cannot omit to call the attention of my Lords Commissioners of the Admiralty to the laborious exertions and great privations which have been willingly and cheerfully borne by every class for a period of nearly six weeks. From the 12th December, when the boats proceeded to the attack of the enemy's gun-vessels, to the present time, but very few of the officers or men have ever slept one night on board their ships.

"The whole of the army, with the principal part of its provisions, its stores, artillery, ammunition, and the numerous necessary appendages, have been all transported from the shipping to the head of the Bayou, a distance of seventy miles, chiefly in open boats, and are now re-embarking by the same process. The hardships, therefore, which the boats' crews have undergone, from their being kept day and night continually passing and repassing, in the most changeable and severe weather, have rarely been equalled; and it has been highly to the credit of both services, and most gratifying to myself, to observe the emulation and unanimity which have pervaded the whole. Rear-Admiral Malcolm superintended the disembarkation of the army, and the various services performed by the boats; and it is a duty I fulfil with much pleasure, assuring their lordships, that his zeal and exertions upon every occasion could not be surpassed by any one. I beg leave also to offer my testimony to the unwearied and cheerful assistance afforded to the rear-admiral by Captains Sir T. M. Hardy, Dashwood, and Gordon, and the several captains and other officers. Rear-Admiral Codrington accompanied me throughout this service, and I feel much indebted for his able advice and assistance. Captain Sir T. Troubridge, and the officers and seamen attached under his command to the army, have conducted themselves much to the satisfaction of the generals commanding. Sir T. Troubridge speaks in the highest terms of the captains and other officers employed under him, as named in his letter, a copy of which is inclosed, reporting their services. He particularly mentions Captain Money of the Trave, who I am much concerned to say had both bones of his leg broken by a musket-shot, advancing under a heavy fire to the attack of a battery that was afterwards carried. The conduct of Captain Money at Washington and near Baltimore, where he was employed with the army, having before occasioned me to mention him to their lordships, I beg leave now to recommend him most strongly to their protection. The wound that he has received not affording him any probability of his being able to return to his duty for a considerable time, I have given him leave of absence to go to England, and shall intrust to him my despatches."

Report from Captain TROUBRIDGE, *alluded to above.*

"SIR,——The conduct and exertions of the officers and seamen whom you did me the honour to place under my command, to serve with the army on shore,

having been such as to meet very general approbation, I feel it a duty I owe to them to make such known to you, and to particularize the exertions of Captains Money, Rogers, and Westphall.

"I cannot sufficiently express the high sense I entertain of the zeal and activity of Lieutenant Scott of the Tonnant, and Lieutenant Fletcher of the Norge, who, on all occasions, have shewn themselves most deserving officers. Captains Money and Rogers, who were detached across the river, again report the exertions and gallantry of Lieutenant Scott, and also of Mr. Woolcombe, midshipman of his Majesty's ship Tonnant, who particularly distinguished themselves in leading their men under a heavy fire to the battery that was carried. It is with infinite regret I have to report the severe wound Captain Money received while on this service. To Lieutenants Wroote of the Royal Oak, and Franklin of the Bedford, with the many other officers employed, every praise is due."

Extract of a Letter from Sir A. Cochrane *to* J. W. Croker, *Esq. dated Tonnant, off Mobile Bay, Feb.* 14.

"Sir,——It being the intention of Major-General Lambert and myself to have attacked Mobile, and finding the entrance into the bay so guarded by Fort Boyer, as to render it unsafe to attempt forcing a passage with the smaller ships of war, the major-general and myself thought it advisable to attack the fort by land; and on the 7th, a detachment of ships, under the command of Captain Ricketts of the Vengeur, effected a landing of the troops intended for this service, about three miles to the eastward of the fort, which was immediately invested, and our trenches, in the course of forty-eight hours, pushed to within pistol-shot of the enemy's works.

"The batteries being completed upon the 11th, the fort was summoned, when the officer commanding it, seeing the impossibility of effecting any good by further resistance, agreed to surrender upon the terms proposed to him by Major-General Lambert (a copy of the capitulation is inclosed); and on the following day the garrison, consisting of about 366 soldiers of the enemy's 2d regiment of infantry and artillery, marched out and grounded their arms, and were embarked on board the ships of the squadron.

"The fort was found to be in a complete state of repair, having 22 guns mounted, and being amply provided with ammunition. To Captain Ricketts, and to the Hon. Captain Spencer, who commanded the seamen landed with the army, I am indebted, for their zeal and exertions in landing and transporting the cannon and supplies, by which the fort was so speedily reduced."

Articles of Capitulation, *Feb.* 11.

Art. 1. That the fort shall be surrendered to the army of his Britannic Majesty in its existing state, as to the works, ordnance, ammunition, and every species of military stores.

Art. 2. That the garrison shall be considered as prisoners of war; the troops to march out with colours flying and drums beating, and ground their arms on the glacis, the officers retaining their swords; and the whole to be embarked in such ships as the British naval commander in chief shall appoint.

Art. 3. All private property to be respected.

Art. 4. That a communication shall be made immediately to the commanding officer of the seventh military district of the United States, and every endeavour made to effect an early exchange of prisoners.

Art. 5. That the garrison of the United States shall remain in the fort until twelve o'clock to-morrow, a British guard being put in possession of the inner gate at three o'clock to-day, the body of the guard remaining on the glacis, and that the British flag be hoisted at the same time; an officer of each service remaining at the head-quarters of each commander until the fulfilment of these articles.

LEEWARD ISLANDS.

Copy of a Letter from Admiral Sir P. C. DURHAM *to* J. W. CROKER, *Esq. dated Aug. 15.*

"SIR,——The Lords Commissioners of the Admiralty being aware of the projected expedition to Guadaloupe so soon as the commander in chief of the forces, Sir James Leith, had assembled a force at this rendezvous, sufficient to insure a prompt and decided reduction of that island; the last division of the troops having arrived on the 7th inst. the island having been reconnoitred by the commander in chief of the forces and myself, aided by that distinguished and indefatigable engineer Sir C. Shipley, the places of debarkation having been determined upon, all overtures of the enemy having been rejected with scorn, and the rainy season having set in, not a moment was to be lost.

"I beg you will be pleased to inform their lordships, that I sailed on the 8th inst. having on board the 15th regiment, in company with the vessels of war and troop-ships as per margin*, fifty-three sail of transports and hired vessels, with 5000 men, a corps of artillery, and the usual appendages to the army, and proceeded to the weathermost landing-place, Saint Sauveur (it had been proposed to have landed in three divisions at the same time, but the want of boats put that out of our power); where, from the admirable position taken up by Lieutenant George Tupman, acting-captain of the Chanticleer, who swept the beach of the few troops that made their appearance, and the troops being covered by the Fairy and Espeigle, the debarkation was soon effected.

"We then dropped down to the next landing-place, Grand Ance, where we found a large body of troops and a battery, commanded by the Comte de Linois

* Dasher, Fairy, Espeigle, Columbia, Barbadoes, Muros, Chanticleer, and Fox and Niobe troop-ships.

and General Boyer. I ordered Captains Baker of the Fairy, Chads of the Columbia, and Fleming of the Barbadoes, to cover the landing of the troops; and from their well-directed fire, the battery was soon silenced, and the enemy driven back to a respectable distance: 2000 men were then landed, under the command of their gallant commander in chief, without the loss of a man. It being now dark and late, and the boats not yet returned, I postponed the third landing until the following morning; when it was accomplished with equal success on the lee part of the island, near Baillif, under cover of the Columbia, Chanticleer, and Muros, in the face of a very large force, who retreated to the heights, and there capitulated on the morning of the 18th inst.: a few ships, and the floating property that remained, were immediately taken possession of.

"It may be presumption in me to risk an opinion respecting the conduct of the army after they were on shore; but, I trust, having witnessed the gallant manner in which they immediately advanced and drove back the enemy, as well as the general plan of attack, I may be permitted to express my admiration. The commander in chief of the forces, Sir J. Leith, having frequently of late honoured me with his company on board the Venerable, I should not do justice to my feelings, were I not to express to their lordships how much the country is indebted to his zeal, ability, and indefatigable exertions in forwarding the King's service.

"I need not state to their lordships the great exertions and fatigues which the officers, seamen, and marines of this small squadron have experienced in collecting, embarking, and disembarking troops, &c.; but I can assure their lordships, that every man most cheerfully exerted himself to his utmost, and I beg leave to recommend them to their lordships' protection. The captains employed on this service are all commanders.

"I feel very much indebted to his Excellency the Comte de Vaugeraud, for the assistance he rendered the service in sending two corvettes and a schooner with troops from Martinique. I trust I shall not be doing an injustice to the squadron, by particularly expressing my gratitude to the few officers of the Venerable who have so long followed my fortune, and supported me with their most active exertions in forwarding the service at all times, particularly Lieutenant Parr, who has done the duty of first lieutenant ever since I have been in this country.

"This despatch will be delivered by my flag-lieutenant, Francis Wemyss, an intelligent and zealous officer, who will give their lordships any further particulars; and I beg leave to recommend him to their lordships' favour."

An ACCOUNT *of* MONIES *received from his Majesty's Exchequer for the use of the Navy, between Jan. 5, 1815, and Jan. 5, 1816.*

	£.	s.	d.
Wages for officers and men	2,838,500	0	0
Half-pay to officers and bounty to chaplains	501,500	0	0
Wages for dock and rope-yards	1,315,000	0	0
GENERAL SERVICES.			
Bills of exchange, imprests, salaries, pensions, marines, &c.	1,515,000	0	0
Building of ships, purchase of ships taken from the enemy, repairing ships	2,912,602	11	10
VICTUALLING.			
Provisions and all sorts of victualling stores	2,708,427	17	1
Widows' pensions	27,923	13	10½
Bills of exchange and imprests	550,000	0	0
Necessary money, extra ditto, and contingencies	164,000	0	0
TRANSPORTS.			
Freight of transports, maintenance of prisoners of war, sick and wounded seamen, &c.	2,573,916	4	8
Bills of exchange, &c.	267,000	0	0
	15,373,870	7	5½

PROMOTIONS *for* 1815.

To be Captains.

N. L. Pateshall	18 Feb.	A. Tisdall	14 July	W. Farington	18 Sept.
N. Lockyer	29 Mar.	J. G. Garland	19 Aug.	S. Popham	19 Sept.
R. Money	ditto	Rt. Hon. Lord A. Percy	do.	F. B. Spilsbuy	ditto
H. Montresor	13 June	R. Rowley	21 Aug.	D. Pring	ditto
J. Sheridan	ditto	W. S. Badcock	ditto	F. W. Burgoyne	20 Sept.
H. L. Baker	ditto	J. T. Nicholas	26 Aug.	J. Rattray	ditto
G. W. H. D'Aeth	ditto	J. Moberly	ditto	J. Allen (2)	ditto
R. Ramsay	ditto	D. O'Reilly	29 Aug.	W. Henderson	9 Oct.
D. E. Bartholomew	ditto	J. Digby	8 Sept.	J. Hill	28 Oct.
J. C. G. Roberts	ditto	J. Thomson	11 Sept.	F. G. Willock	24 Nov.
S. Roberts	ditto	J. M. Adye	18 Sept.	J. Carter	7 Dec.
D. Price	ditto	C. Warde	ditto		

To be Commanders.

G. Gordon	9 Jan.	W. T. Morgan	18 Feb.	C. C. Owen	28 Feb.
D. Boyd	17 Jan.	N. Lock	ditto	E. Rowley	ditto
G. Tyler	7 Feb.	W. A. Baumgardt	28 Feb.	E. Boxer	1 Mar.

P. G. Haymes	13 Mar.	J. Leith	13 June	R. Skipsey	28 Aug.
J. Barrell	21 Mar.	T. Whitaker	ditto	C. H. Crooke	30 Aug.
A. Crawford	23 Mar.	W. Morrier	ditto	H. J. Hatton	ditto
G. M. Guise	29 Mar.	R. Shannon	ditto	C. Du Cane	ditto
B. Kent	ditto	R. Patton	ditto	I. F. Chapman	31 Aug.
E. Curzon	ditto	H. B. Mason	ditto	P. D. H. Hay	ditto
C. C. Parker	5 Apr.	R. Copeland	ditto	W. R. Dawkins	1 Sept.
G. Gosling	24 Apr.	C. Nelson	ditto	A. G. Clugston	2 Sept.
S. T. Hood	27 Apr.	B. Yeoman	ditto	A M'Konochie	8 Sept.
H. Boys	11 May	W. Gordon	ditto	J. W. Harvey	9 Sept.
T. Baynes	1 June	A. L. Corry	ditto	A. Mott	18 Sept.
J. E. Walcott	6 June	C. Simeon	ditto	C. Lechmere	ditto
J. Willson	ditto	C. G. Randolph	ditto	H. B. Wyatt	ditto
P. Westphal	13 June	H. Bagot	ditto	S Price	ditto
R. Forster	ditto	F. Marryatt	ditto	W. H. Smyth	ditto
J. B. Gardner	ditto	J. T. Pasley	ditto	G. Bignell	19 Sept.
J. Scott	ditto	Hon. G. J. Perceval	ditto	N. Poyntz	ditto
E. S. Cotgrave	ditto	J. Eastwood	23 June	W. Bourchier	ditto
M. Montagu	ditto	J. Harris	ditto	M. Matthews	20 Sept.
N. Alexander	ditto	A. Otty	1 July	Hon. A. Turnour	ditto
J. Undrell	ditto	M. Worseley	ditto	T. Style	ditto
J. Mangles	ditto	T. W. Carter	14 July	F. Wemyss	ditto
T. Montgomery	ditto	C. Strangways	ditto	T. Forris	ditto
W. Windeyer	ditto	J. Patey	19 July	E. F. Scott	ditto
R. Sreatfield	ditto	C. Foot	ditto	W. G. Roberts	ditto
T. M. Masson	ditto	J. G. Gordon	20 July	W. Monilaws	ditto
H. W. Scott	ditto	G. R. Douglas	19 Aug.	A. Campbell	6 Oct.
P. Maingy	ditto	W. Holmes	ditto	G. Tupman	9 Oct.
C. D. Jermy	ditto	W. H. Dickson	21 Aug.	S. Wriford	10 Oct.
G. Dougal	ditto	J. Robertson	ditto	M. White	ditto
G. W. Sarmon	ditto	J. Neill	26 Aug.	G. Lloyd	8 Nov.
W. S. Fuller	ditto	J. Garland	ditto	J. Reynolds	20 Nov.
H. R. Rokeby	ditto				

To be Lieutenants.

N. Newnham	1 Jan.	R. R. T. Kempster	1 Feb.	A. B. Henniker	1 Feb.
J. E. C. Pitfield	9 Jan.	S. Stocker	ditto	C. W. Bower	ditto
A. Bertram	13 Jan.	W. Nash	ditto	R. D. Rawlins	ditto
B. Stow	ditto	J. Downey	ditto	V. Stone	ditto
G. Brereton	16 Jan.	W. Borrowman	ditto	A. Gibbs	2 Feb.
H. Ansell	18 Jan.	A. Brearey	ditto	A. Wilson	ditto
H. W. Dodd	ditto	J. Harper	ditto	J. Tandy	ditto
J. Crawford	1 Feb.	T. S. Crosby	ditto	J. Adams (1)	ditto
W. Langton	ditto	H. Dennis	ditto	J. Rider	ditto
T. L. Knevitt	ditto	R. C. Packman	ditto	J. Gowdie	ditto
J. Parkes	ditto	J. Murray (2)	ditto	S. Featherstone	ditto
C. Shaw	ditto	G. W. Matson	ditto	T. Evans (3)	ditto
B. Argent	ditto	E. Dampier	ditto	W. Roberts	ditto

J. P. Grandidier	-	2 Feb.	S. Y. May	-	4 Feb.	J. W. H. Handley	-	7 Feb.
W. Brooks	-	ditto	J. H. Andoe	-	ditto	J. Miller	-	ditto
J. Barnes (2)	-	ditto	G. Phillips	-	ditto	J. Troughton	-	ditto
W. P. Williams	-	ditto	J. S Britton	-	ditto	W. R. Fitzgerald	-	ditto
J. Downie	-	ditto	J. R. Auchinleak	-	ditto	F. Phillips	-	ditto
E. Griffiths	-	ditto	H. Douglas	-	ditto	W. H. Hart	-	ditto
S. Chave	-	ditto	T. Hare	-	ditto	G. Tremlett	-	ditto
J. B. Elliott	-	ditto	W. C. O'Hara	-	ditto	C. Chinnery	-	ditto
E. Roberts	-	ditto	W. Stanbury	-	ditto	F. Mackenzie	-	ditto
J. Haines	-	ditto	W. H Murray	-	ditto	J. H. Bowker	-	ditto
J. C. Townsend	-	ditto	J. W. Aldridge	-	ditto	C. P. Ladd	-	ditto
J. R. Allen	-	ditto	J. W. Bake	-	ditto	W. Richards (2)	-	ditto
J. S. Yeats	-	ditto	H. C. Gordon	-	ditto	R. Lowcay	-	ditto
F. Dornford	-	ditto	J. Hatton	-	6 Feb	T. Glaire	-	ditto
D. Baird	-	3 Feb.	M. Cadenhead	-	ditto	O. Dunstan	-	ditto
J. S. Godden	-	ditto	G. D. Ross	-	ditto	T. Cole	-	ditto
R. Tucker	-	ditto	W. W. Wharton	-	ditto	G. Vevers	-	ditto
H. Cox	-	ditto	C. Hopkins	-	ditto	T. Rothery	-	ditto
W. Netherwood	-	ditto	J. Stannus	-	ditto	R. Low	-	ditto
W. Langley	-	ditto	H. P. Taylor	-	ditto	V. P Hunter	-	ditto
A. Daly	-	ditto	C. Bond	-	ditto	A. Robinson	-	ditto
W. Giles	-	ditto	T. H. Holman	-	ditto	J. Williams	-	8 Feb.
F. Thompson	-	ditto	S. R. Walsh	-	ditto	J. Mawbey	-	ditto
E. Herrick	-	ditto	A. T. E. Vidal	-	ditto	J. Rothery	-	ditto
R. Davis	-	ditto	J. Shambler	-	ditto	R. Scanlan	-	ditto
J. Wood (2)	-	ditto	W. H. Lloyd	-	ditto	W. Goose	-	ditto
J. Munro	-	ditto	H. Lewis (2)	-	ditto	J. Loveless	-	ditto
E. Lechmere	-	ditto	J. Fox	-	ditto	W. H. Moore	-	ditto
W. Creak	-	ditto	R. Morgan	-	ditto	H Sweetland	-	ditto
W. Hole	-	ditto	W. Morley	-	ditto	J. Willson	-	ditto
J. Carter (1)	-	ditto	J. H Nickoll	-	ditto	R. Whitcomb	-	ditto
E. Thurtell	-	ditto	T. Symes	-	ditto	J. Bannatyne	-	ditto
D. H. Sulivan	-	ditto	E. Blanckley	-	ditto	F. Newman	-	ditto
J. Parsons	-	ditto	J. White	-	ditto	T. Benn	-	ditto
R. Newton	-	ditto	C. Brown	-	ditto	W. S. Warrin	-	ditto
W. Hains	-	ditto	F. Brodie	-	ditto	W. Vicary	-	ditto
J. Lechmere	-	ditto	C. Hill (2)	-	ditto	C. A. Johnston	-	ditto
J. Slingsby	-	ditto	E. Bold	-	ditto	T. Hassett	-	ditto
R. Y. M Darracott		ditto	T. Baker (1)	-	ditto	T. Kendall	-	ditto
J. Hungerford	-	4 Feb.	J. Lind	-	7 Feb.	H. J. Carr	-	ditto
G. Richardson	-	ditto	R. Fairgrieve	-	ditto	E. Miles	-	ditto
T. Salkeld	-	ditto	L. Roberts	-	ditto	R. Thomas	-	ditto
T. Bunn	-	ditto	M. Pain	-	ditto	J. Avery	-	ditto
H. Foreman	-	ditto	R. Joachim	-	ditto	T. Quelch	-	ditto
M. O'Hea	-	ditto	J. Hill (2)	-	ditto	C. Gregory	-	ditto
W. Rule	-	ditto	C Hall	-	ditto	R. J. Woolvet	-	ditto
H. A. D. Thornton		ditto	H. Baillie	-	ditto	W. Shephard	-	ditto

G. Bunster	8 Feb.	S. Collis	10 Feb.	G. Trent	14 Feb.
J Pengelly.	ditto	J. James	ditto	J. A. Reeves	ditto
W. Edwards (3)	ditto	J. Wise	ditto	D. Sarsfield	ditto
T. Wallace	ditto	J. H Steevins	11 Feb.	J. L. Bishop	ditto
R Morgan (1)	9 Feb.	H. M'Whinnie	ditto	G. Humphrys	ditto
G. Wale	ditto	J. Cudlip	ditto	M. F. O'Connell	ditto
J. Mee	ditto	J. Duffus	ditto	R. Pulton	ditto
T. Satterthwaite	ditto	W. Richie	ditto	W. Barnard	ditto
A. Liston	ditto	B. Day	ditto	T. Williams (2)	ditto
J. Gabriel	ditto	G. Waller	ditto	C. Batten	ditto
T. Cook	ditto	R. Delap	ditto	A. H. Kellet	ditto
R. Bowden	ditto	A. Aitkins	ditto	J. Marshall (2)	ditto
C. Stronge	ditto	W. Gould	ditto	F. Jones	ditto
J. Wilson (1)	ditto	W. Mayott	ditto	R. Moffatt	ditto
J. Carter (2)	ditto	C. Heal	ditto	J. Frid	ditto
J. S. Williams	ditto	E. Hill	ditto	T. Eve	ditto
T. Brice	ditto	F. Hire	ditto	W. Green	ditto
P. Sherriff	ditto	O. Swan	ditto	H. Clarke	ditto
M. Gray	ditto	W. Grant	ditto	P. C. Lovell	ditto
H. Fortescue	ditto	J. Fretwell	ditto	G. Gallagher	ditto
J. Rowland	ditto	T. Fowler	ditto	G. Barry	ditto
M. Phibbs	ditto	N. C. Whitmore	ditto	J. Cowan	15 Feb.
J. Robinson	ditto	F. Coppin	ditto	R. Johnston	ditto
A. Kennedy	ditto	R. W Charlesson	ditto	W. Boyce	ditto
J. H. Wheatley	ditto	W C. Jones	ditto	D. Roberts	ditto
S. W. M'Clellan	ditto	J. A. Mouatt	13 Feb.	E. W. Scott	ditto
R. Hemer	ditto	J. R. Kellock	ditto	J. Millett	ditto
T. Johnson (1)	10 Feb.	J. Harding	ditto	J. Holbrook	ditto
C. Autridge	ditto	J. Wood (2)	ditto	J. Bundock	ditto
E. Rogers	ditto	G. Bland	ditto	J. Nicholas	ditto
B. Layton	ditto	J. E Cabburn	ditto	A. Docking	ditto
J. Wallis	ditto	G. Morey (2)	ditto	W. R. Davis	ditto
E. Norcott	ditto	J. Lindsay	ditto	J. Taplin	ditto
G. Bayly	ditto	D. C. Waters	ditto	S. H. Laston	ditto
J. F. Appleby	ditto	T. H. Crockford	ditto	J. Whitaker (2)	ditto
E. Haswell	ditto	R. Compton	ditto	R. Lucas	ditto
J. Hyett	ditto	C. J. Hull	ditto	C. Byne	ditto
J. Jane	ditto	J. Wood (3)	ditto	T. Draper	ditto
A. Yeaman	ditto	R. Payne	ditto	L. Charlesson	ditto
J. D. Haswell	ditto	C. Atkinson	ditto	W. H. Woodham	ditto
T. Gray (2)	ditto	E. Nepean	ditto	G. Wilson (2)	ditto
T. B. Shaw	ditto	J. Mathias	ditto	T. Strange	ditto
E. Digby	ditto	J. Reid (3)	ditto	J. V. Geary	ditto
J. Cameron	ditto	J. H. Moore	ditto	G. Harvey	ditto
W. Marshall	ditto	C. Turrell	ditto	C. Bruce	ditto
R. English	ditto	R. Evans	ditto	A. Sims	ditto
W. Lesley	ditto	F. F. Alexander	14 Feb.	J. H. Dean	ditto

H. Rowleston - 15 Feb.
J. Stone (4) - ditto
W. Walker (2) - ditto
J. Porter - ditto
A. Lampen - ditto
W. Jones (4) - ditto
P. K. Jones - 16 Feb.
T. Williams (3) - ditto
D. Leary - ditto
R. H. Herbert - ditto
J. C. Grigg - ditto
T. Coleman - ditto
A. F. Cope - ditto
C. Holbrook - ditto
W. James - ditto
E. W. Seymour - ditto
E. Garrett (2) - ditto
R. Henderson - ditto
P. Moor - ditto
G. Robinson (2) - ditto
R. Gilpin - ditto
H. Reneau - ditto
R. Hemer - ditto
R. Morgan - ditto
M. C. Friend - ditto
W. Gardiner - ditto
J. Adams (2) - ditto
H. E. Atkinson - ditto
H. W. Boyce - ditto
H. Birch - ditto
G. Lowcay - ditto
J. Harwood - ditto
J. Park - ditto
W. Purvis - ditto
A. Webb - ditto
J. Winterbottom - ditto
S. Goode - ditto
J. Findlay - ditto
R. Waller - ditto
J. Finemore - 17 Feb.
J. T. Warren - ditto
C. Jobson - ditto
G. Raymond - ditto
E. Ackland - ditto
P. Barnes - ditto
J. Sudbury - ditto
T. Turner - ditto

G. Pretyman - 17 Feb.
J. Kemp - ditto
E. J. Morriss - ditto
A. Forbes - ditto
C. Fayerman - ditto
P. C. Davies - ditto
H. Hockin - ditto
J. Hamilton - ditto
R. Moresby - ditto
J. Morgan - ditto
A. Norman - ditto
P. Stanbury - ditto
W. Garland - ditto
G. T. Airey - ditto
R. Kennedy - ditto
J. Taylor - ditto
C. W. Clubley - ditto
J. Walker - ditto
J. Else - ditto
T. Wright - ditto
J. Garnham - 18 Feb.
A. Boyter - ditto
C. Lutman - ditto
R. Cross - ditto
J. A. Moore - ditto
T. Buttonshaw - ditto
L. Grant - ditto
R. Daniel - ditto
A. Miller - ditto
W. H. Kemball - ditto
W. Hutchison (2) - ditto
R. Turnbull - ditto
E. S. Taylor - ditto
R. A. Nicholson - ditto
R. Thorley (2) - ditto
M. Hodder - ditto
B. Hyde - ditto
J. Simpson - ditto
J. Steane - ditto
C. E. Gale - ditto
J. R. Lavender - ditto
W. R. Ashby - ditto
H. Moore - ditto
W. H. Baker - ditto
J. H. Hunter - ditto
J. Davis - ditto
W. Hewitt - ditto

B. Chester - 20 Feb.
E. Blight - ditto
J. Baillie - ditto
J. R. Hanns - ditto
J. Butcher - ditto
W. Weaver - ditto
G. P. Trounsell - ditto
J. H. Bond - ditto
J. Adair - ditto
R. W. H. Hardy - ditto
W. Baker (2) - ditto
G. R. Taylor - ditto
T. E. James - ditto
T. M. Williams - ditto
R. White - ditto
G. Shaw - ditto
R. P. Madge - 21 Feb.
W. Patterson - ditto
R. Snow - ditto
I. Bramwell - ditto
G. Coleman - ditto
P. Shuttleworth - ditto
M. F. Cosmahan - ditto
J. Jones (2) - ditto
J. Hicks - ditto
J. J. Gordon - ditto
G. Shennan - ditto
C. Robinson (2) - ditto
R. Ramsay - ditto
E. Dennis - ditto
W. Martyn - ditto
A. Ross - ditto
R. Towers - ditto
A. Brown - ditto
W. Vale (2) - ditto
R. Mudge - ditto
G. Mudge - ditto
W. Parsons (2) - ditto
T. C. Dyball - 22 Feb.
J. Drew - ditto
W. H. Leaver - ditto
W. I. Johnson - ditto
P. Bowden - ditto
J. Budgen - ditto
B. S. Simms - ditto
G. Blake - ditto
H. Randall - ditto

G. Crockatt	22 Feb.	J. Ashley	25 Feb.	E. Collier	28 Feb.
W. Radford	ditto	B. Sharvell	ditto	N. Sumpter	ditto
W. L. Tucker	23 Feb.	J. Johnson (3)	ditto	H. Williams	ditto
J. Guttery	ditto	J. Cammelleri	ditto	F. G. Farewell	ditto
J. M. Wood	ditto	J. J. Foord	ditto	T. Jackson (2)	ditto
J. Stuart (3)	ditto	W. Crellin	ditto	W. Chivers (2)	ditto
J. Pulling	ditto	W. J. T. Hood	ditto	T. Preston	ditto
J. Rumley	ditto	J. Franklin (2)	ditto	T. Harriott	ditto
J. Stubbin	ditto	J. Wheeler	ditto	J. M. Bate	1 Mar.
J. Wilson (2)	ditto	E. Yelland	ditto	C. Charles	ditto
J. Butcher	ditto	H. J. O'Callaghan	ditto	H. Thresher	ditto
W. Smart	ditto	J. I. Sulivan	ditto	W. Huntley	ditto
P. C. Martin	ditto	A. Wilding	ditto	E. Drew	ditto
J. Thompson (2)	ditto	J. H. Wall	ditto	R. Æ. Jackson	ditto
J. Stephen	ditto	J. Poore	ditto	J. Cragg	ditto
D. Price	ditto	S Selby	27 Feb.	Y. Eastley	ditto
R. Rowse	ditto	T. F. Stead	ditto	W. Selby	ditto
H. Winton	ditto	C. Merriman	ditto	J. Hose	ditto
J. F. Cook	ditto	A. Grose	ditto	W. E Thomas	ditto
W. Wilkinson (1)	ditto	J. Hunter	ditto	J. Tod	ditto
G. Woolcombe	ditto	J. Fuller	ditto	R. Watson	ditto
H. Mechi	ditto	T. Halahan	ditto	O. H. Wilson	ditto
S. Berington	ditto	T. Pearson	ditto	J. H. Forbes	ditto
J. A. Croke	24 Feb.	J. T. Elston	ditto	D. G. Davis	ditto
J. Carfrae	ditto	J. B. Gullifer	ditto	F. Blair	ditto
J. Pigott	ditto	H. W. Mason	ditto	R. L Jones	ditto
W. Macfarlane	ditto	R. B. James	ditto	J. Knight	ditto
S. Eborall	ditto	G. Read (2)	ditto	J. G. Francillon	ditto
S. E. Chick	ditto	E. Nickoll	ditto	J. Reynolds	ditto
H. Reid	ditto	G. Gray	ditto	F. Harris	ditto
W. White (2)	ditto	W. Rodger	ditto	C. J. Bell	ditto
C. A. Ross	ditto	H. Hill	28 Feb.	J. T. Lamb	ditto
F. De Roverca	ditto	F. Woollams	ditto	L. Grant	ditto
E. Hunsdon	ditto	J. Gilmore	ditto	S England	2 Mar.
W. H. Oldmixon	ditto	J. Simkin	ditto	W. Hungate	ditto
G. Howes	ditto	C. Wadeson	ditto	T. H. Howe	ditto
C. Newbolt	ditto	W. C. Burbidge	ditto	Æ. Simpson	ditto
W. T. Strettell	ditto	E. P. Bedwell	ditto	S. B. Peacock	ditto
W. Shepheard	ditto	W. Watkins	ditto	J. Bolter	ditto
C. Ingram	ditto	A. Shillingford	ditto	R. Henn	ditto
R. Wall	ditto	J. C. Bluett	ditto	P. Stokes	ditto
H. Hunter	ditto	E. J. Johnson	ditto	R. Budgen	ditto
W. G. Rhind	ditto	H. Price	ditto	E. Postlethwaite	ditto
H. Davis (3)	ditto	R. J. Bower	ditto	R. A. Hughes	ditto
W. Hoghton	ditto	S. Radcliffe	ditto	J. G. Draper	ditto
J. T. Nicholls	ditto	H. Fisher	ditto	W. Brown (3)	ditto
H. Guy	25 Feb.	C. Taylor (2)	ditto	S. Conner	ditto

J. Newton - 2 Mar.
W. Allen - ditto
P. Harvey - ditto
J. Oake - - ditto
T. Parsons - ditto
G. Mitchell - 3 Mar.
T. Smith (3) - ditto
J. Crisp - - ditto
H Church - ditto
F. Henley - ditto
G. C. Oliver - ditto
J. Read - ditto
J. King - - ditto
W. Henvey - ditto
D. Henderson - ditto
J. Gordon (3) - ditto
R. Foreman - ditto
W. F. Parker - ditto
R. T. Nicolls - ditto
H. Carleton - ditto
G. Tomlinson - ditto
J. Rawstone - ditto
W. Hunter - ditto
E. T. Caulfield - ditto
R Butcher - ditto
E. B. Walker - ditto
R. J. Morrison - ditto
A. W. Forbes - - 4 Mar.
N. Cory - ditto
C. Fairbridge - ditto
C. W. Saunderson - ditto
J. J. F. Newell - ditto
G. Elvy - ditto
R. B. Teed - ditto
W. Hubbard - ditto
W. March - ditto
J. M'Kean - ditto
A. Corbett - ditto
G. H. Ayton - ditto
J. Marshall - ditto
J. M'Dowall - ditto
J. Senior - ditto
J. Stewart (3) - ditto
M. Munro - ditto
N. Troughton - ditto
T. Saumarez - ditto
J. Maynard - ditto

W. Whitehead - 4 Mar.
T. Rogers - 6 Mar.
W. Kirby - ditto
W. Phillips - ditto
H. S. Head - ditto
J. P. Philips - ditto
C. A. Allen - ditto
C. J. Adams - ditto
R. Card - - ditto
S. R. Whitcombe - ditto
F. Prangnall - ditto
C. T. Phelp - ditto
B. Hart - - ditto
J. R. Blois - ditto
W. J. Williams - ditto
G. C. Gambier - ditto
H. Ogle - - ditto
W. T. O'Dwyer - ditto
D. Geale - ditto
E. Yonge - ditto
W. Gwyn - ditto
W. Ball - - ditto
J. Davies (2) - 7 Mar.
A. Corbett - ditto
E. Keane - ditto
D. Cauty - ditto
A. Hawarth - ditto
F. Hammond - ditto
J. Philips - ditto
J. Coombe - ditto
W. Bryant - ditto
R. Robinson - ditto
J. S. Hore - ditto
R P. Bingham - ditto
J. E Pascoe - ditto
P. Drummond - ditto
A. Arabin - ditto
W. B. Crooke - ditto
J. Kenderdine - ditto
H. P. Dicken - ditto
G. Baker - ditto
G. C. Cory - ditto
E. Pitts - - ditto
G. Jackson - 8 Mar.
J. Hardwick - ditto
J. Irvine - ditto
M. C. Seymour - ditto

S. King - - 8 Mar.
W. Knocker - ditto
W. Cartwright - ditto
T. Colebrook - ditto
G. Dew - ditto
G. Craggs - ditto
E. Loveday - ditto
J. W. Crispo - ditto
W. Kelly - ditto
H. Courtenay - ditto
J. Robertson (2) - ditto
T. Curtis - ditto
F. Rogers - ditto
G. W. Cotgrave - ditto
C. Criswick - 9 Mar.
T. W. Douglas - ditto
E. Fayerman - ditto
J. Seaton - ditto
J. S. Murray - ditto
T. R. Snow - ditto
T. W. Brookholding ditto
A. Shairp - ditto
H. Stroud - ditto
T. Hewett - ditto
J. Dombrain - ditto
J. Fraser - 10 Mar.
C. Ross - - ditto
J. Spurin - ditto
L Leith - ditto
S. Link - - ditto
J. Henderson (3) - ditto
R. Leadley - ditto
C. Festing - ditto
R. Ross - - ditto
G. V. Simmons - ditto
C. Thurgood - ditto
T. D. Brand - ditto
G. Gardner - ditto
J. Prattent - ditto
H. L. Parry - ditto
H. Roebuck - ditto
G E. Davis - ditto
J. Webster - ditto
P. Morris - ditto
F. W. Beechey - ditto
B. Dixson - 11 Mar.
J. Tully - - ditto

W. Lane (1)	-	11 Mar.	J. Wilson (3)	.	14 Mar.	G. W. Cole	- 29 Mar.
J. Jenkins (2)	-	ditto	J. H. Moore	.	ditto	W. G. White	- ditto
H B. Willis	-	ditto	R. Morgan (2)	.	15 Mar.	N. Clark	- ditto
W. G. Slater	-	ditto	W. Hicks (2)	.	ditto	T. V. Watkins	- ditto
R. S. Thomas	-	ditto	J. R. Godfrey	.	ditto	W. Webb (2)	- ditto
R. Hea -	-	ditto	J. Selbie	.	ditto	T. J. C. Evans	- ditto
W. Chick	-	ditto	G. B. Warren	.	ditto	M. Pettet	- ditto
N. J. Reed	-	ditto	F. Purchas	.	ditto	W. Hewett (3)	- 1 Apr.
T. Ramsey	-	ditto	W. Jones (5)	.	ditto	R. C. Brown	- ditto
G. Warr	-	ditto	H. Clements	.	ditto	W. Cuppage	- 6 Apr.
A. F. Thompson	-	ditto	C. J. Beart	.	ditto	T. Johnson (2)	- ditto
G. Cordry	-	ditto	W. Scrymgour	.	ditto	J. R. Sulivan	- ditto
C. W. Moyses	-	ditto	W. Batt	.	ditto	J. Sanders	- ditto
J. S. Smith	-	ditto	A. Parks	.	ditto	P. Drummond	- ditto
I. Haberfield	-	ditto	J Lowe	.	ditto	T. J. Brodrick	- ditto
J. Bates	-	ditto	E. Plaggenborg	.	ditto	R. Perceval	- ditto
J. Lingard	-	ditto	S. Grant	.	ditto	R. Carter	- ditto
J. Marsh	-	ditto	S. Tancock	.	ditto	R. Bowen	- 13 Apr.
J. Sloly	-	13 Mar.	C. A. M Pynsent	.	16 Mar.	J. Cornwall	- ditto
T. R. Lauga	-	ditto	J. Esmonde	.	ditto	J. J. Johnston	- 15 Apr.
S. Pointon	-	ditto	G. Noble	.	ditto	B. J. Walker	- 24 Apr.
A. Edwards	-	ditto	J. Osman	.	ditto	C. Blood	- 25 Apr.
E. Moore (2)	-	ditto	S. Sharpe	.	ditto	J. Saunderson	- ditto
J. W. Smith	-	ditto	D. Slyman	.	ditto	R. H. Archer	- ditto
C. Stevens	-	ditto	S. Brookenshaw	.	ditto	W. Palmer (2)	- ditto
W. Lane (2)	-	ditto	V. J. Reynolds	.	ditto	P. Gostling	- ditto
J. Short (2)	-	ditto	G. Fosberry	.	ditto	F A. Stewart	- ditto
J. N. Graydor	-	ditto	A. Game	.	ditto	J. B. Dundas	- ditto
S. S. Ramsey	-	ditto	S. Pullen	.	ditto	J. Skene	- ditto
L J. Atkins	-	ditto	G. West	.	ditto	D. Harrop	- 1 May
S. Diggin	-	ditto	J. Pugh	.	17 Mar.	J. R. Amherst	- 3 May
H. F. Willoughby	-	ditto	J. Robertson	.	ditto	T. J. Hamilton	- ditto
J. Hoope	-	ditto	R. Thomas	.	ditto	G. R. Lambert	- 5 May
R. Sharp	-	ditto	J. G. Peate	.	ditto	R. Aitchison (2)	- 6 May
T. L. Crooke	-	ditto	W. T. Parker	.	ditto	H. B. Forlesse	- 11 May
J. Edwain	-	ditto	J. Macdonald (2)	.	ditto	J. O. Ricketts	- 18 May
J. J. Schabner	-	ditto	W. Robins	.	ditto	J. G. Seton	- ditto
T. Hill (2)	-	ditto	R Julian	.	ditto	W. A. Usher	- 30 May
W. H. Dobson	-	14 Mar.	J. L. Rickard	.	ditto	G. Oldmixon	- 1 June
C. Turnbull	-	ditto	C. Jayne	.	ditto	G. H. Jenkin	- 6 June
A. Nagle	-	ditto	G. Chevallier	.	ditto	J. Hudson (2)	- 8 June
W. S. Stratford	-	ditto	T. Hill (3)	.	21 Mar.	G. C. Yeo	- 9 June
H. R. Atwill	-	ditto	J. Govett	.	23 Mar.	H. D. Twysden	- ditto
J. G. K. Podmore	-	ditto	E. Le Mesurier	.	24 Mar.	T. S. Woollett	- 13 June
P. Hannay	-	ditto	W. G. Martin	.	28 Mar.	W. Anly	- ditto
E. Jenkins	-	ditto	E. Grant	.	29 Mar.	W. Swainson	- ditto
C. Lockhatt	-	ditto	C. Wise	.	ditto	H. Forster	- ditto

A. M. Williamson	13 June	W. J. Snow	7 Sept.	T. Stirling	20 Sept.
J. Wright	ditto	J. Wills (2)	ditto	C. Farquharson	ditto
W. Henry	ditto	G. Bewicke	ditto	W. H. Conner	ditto
A. Evanson	ditto	T. Aire	ditto	N. H. Nicholas	ditto
H. B. Matthews	ditto	E. Bryant	ditto	J. G. Graham	ditto
T. Dutton	ditto	A. Henning	11 Sept.	H. Ashton	ditto
T. Simpson (2)	ditto	T. Tribe	19 Sept.	V. Lloyd	ditto
J. D. Stoddart	ditto	E. Owen	ditto	T. Baker (2)	ditto
W. Wilkinson (2)	15 June	G. Lepine	ditto	C. Turner (3)	ditto
H. M. Cunningham	17 June	W. B. M'Leroth	ditto	G. Smith	ditto
J. T. C. Cookney	19 June	S. Wilkinson	ditto	J. R. Dennyer	ditto
T. Kenney	23 June	G. Vicars	ditto	J. Hilldrup	21 Sept.
J. Church	ditto	W. Douglas	ditto	G. Caswell	24 Sept.
F. Jelly	24 June	P. Bond	ditto	J. Grindred	28 Sept.
A. Short	1 July	J. H. Boteley	ditto	J. W. Brown	ditto
W. Pridham	ditto	H. Shannon	ditto	H. Johnston	5 Oct.
G. Sarratt	ditto	T. D. Stewart	ditto	H. P. Hardiman	ditto
J. Kingcome	ditto	H. P. Hoppner	ditto	G. Gahan	ditto
B. Macnamara	ditto	C. Bouverie	ditto	J. Atkinson (2)	ditto
A. Gordon	ditto	R. Crichlow	ditto	T. Bnrnham	6 Oct.
W. Rennie	ditto	J. Anderson (3)	ditto	J. T. Hudson	ditto
G. Peard	5 July	F. Freeman	ditto	J. Steddy	25 Oct.
G. J. Hay	6 July	A. Baird	ditto	G. Collins	28 Oct.
F. Chamier	ditto	W. Mudge	ditto	E. F. Dwyer	30 Oct.
F. A. Murray	ditto	R. Cullen	ditto	G. Brown (2)	1 Nov.
E. B. Westbrook	ditto	G. Delme	ditto	J. Atkinson (2)	ditto
W. Somerville	10 July	J. Easterbrook	ditto	C. Ayre	2 Nov.
L. Cramer	11 July	G. Hugo	20 Sept.	J. O'Reilly	ditto
C. H. Mastermann	14 July	W. G. Hemsworth	ditto	W. Sutton	ditto
J. P. Sanderson	26 July	J. Walker	ditto	J. W. Young	ditto
J. Russel (2)	ditto	R. Greening	ditto	J. Train	8 Nov.
R. E. Pym	1 Aug.	T. Baxter	ditto	W. Griffiths	17 Nov.
W. Ayling	3 Aug.	J. Jackson	ditto	S Meredith	24 Nov.
H. M. Short	ditto	J. W. Philips	ditto	J. N. Jarvis	ditto
T. Hallowes	ditto	E. Preston	ditto	J. Carthew	ditto
J. Bennett	21 Aug.	J. W. Tyler	ditto	J. Smart	25 Nov.
A. Smith	28 Aug.	R. Parker	ditto	C. Jackson	7 Dec.
W. Still	7 Sept.	M. T. Hare	ditto		

The four junior Lieutenants.

F. Marshall, J. F. Warren, G. Cocksedge, and H. Davis (4).

1816.

AT AND NEAR HOME.

On the 1st of February, in consequence of the indisposition of the Prince Regent, the Parliament was opened by commission; when the lord chancellor, in the name of his Royal Highness, assured them, that he had the greatest satisfaction in calling them together under circumstances which enabled him to announce the restoration of peace throughout Europe: That the splendid and decisive successes obtained by his Majesty's arms, and those of his allies, had led to the re-establishment of the authority of his Most Christian Majesty in the capital of his dominions; and that it was his Royal Highness's most earnest endeavour to promote such arrangements as appeared best calculated to provide for the lasting repose and security of Europe: His Royal Highness lamented the heavy pressure upon the country, which the great exertions they had made could not fail to produce: That a commercial arrangement had been entered into with the United States of America, which he trusted would prove advantageous to both parties: That the hostilities in which we had been involved in the Island of Ceylon, and on the continent of India, had been attended with decisive success; and which gave reason to hope, that peace might be concluded on terms advantageous to our interests in that part of the world: and, in conclusion, That it would be his Royal Highness's constant endeavour to maintain, by the justice and moderation of his conduct, the high character which this country had acquired among the nations of the world.

The relations of the naval events of the year 1816 are limited to one affair, but that one is of a most brilliant description—the expedition to Algiers; which has not only added fresh wreaths of laurel to the triumphs of the British navy, but it may be truly said, that one more honourable to the national character, is not recorded in the annals of the country; the account of which will be read with the highest satisfaction.

MEDITERRANEAN.

Copy of a Letter from Lord Exmouth *to* J. W. Croker, *Esq. dated Queen Charlotte, Algiers Bay, Aug.* 28.

"Sir,——In all the vicissitudes of a long life of public service, no circumstance has ever produced on my mind such impressions of gratitude and joy as the event of yesterday. To have been one of the humble instruments in the hands of Divine Providence, for bringing to reason a ferocious government, and destroying for ever the insufferable and horrid system of Christian slavery, can never cease to be a source of delight and heartfelt comfort to every individual happy

enough to be employed in it. I may, I hope, be permitted, under such impressions, to offer my sincere congratulations to their lordships on the complete success which attended the gallant efforts of his Majesty's fleet in their attack upon Algiers of yesterday, and the happy result produced from it on this day by the signature of peace.

"Thus has a provoked war of two days' existence been attended by a complete victory, and closed by a renewed peace for England and her ally, the King of the Netherlands, on conditions dictated by the firmness and wisdom of his Majesty's government, and commanded by the vigour of their measures.

"My thanks are justly due for the honour and confidence his Majesty's ministers have been pleased to repose on my zeal, on this highly important occasion. The means were by them made adequate to my own wishes, and the rapidity of their measures speak for themselves. Not more than one hundred days since, I left Algiers with the British fleet, unsuspicious and ignorant of the atrocities which had been committed at Bona; that fleet, on its arrival in England, was necessarily disbanded, and another, with proportionate resources, created and equipped; and although impeded in its progress by calms and adverse winds, has poured the vengeance of an insulted nation, in chastising the cruelties of a ferocious government, with a promptitude beyond example, and highly honourable to the national character, eager to resent oppression or cruelty, whenever practised upon those under their protection.

"Would to God, that in the attainment of this object I had not deeply to lament the severe loss of so many gallant officers and men: they have profusely bled in a contest which has been peculiarly marked by proofs of such devoted heroism as would rouse every noble feeling, did I dare indulge in relating them.

"Their lordships will already have been informed, by his Majesty's sloop Jasper, of my proceedings up to the 14th inst. on which day I broke ground from Gibraltar, after a vexatious detention, by a foul wind, of four days.

"The fleet, complete in all its points, with the addition of five gun-boats fitted at Gibraltar, departed in the highest spirits, and with the most favourable prospect of reaching the port of their destination in three days; but an adverse wind destroyed the expectation of an early arrival, which was the more anxiously looked for by myself, in consequence of hearing, the day I sailed from Gibraltar, that a large army had been assembled, and that very considerable additional works were throwing up, not only on both flanks of the city, but also immediately about the entrance of the mole: from this I was apprehensive that my intention of making that point my principal object of attack, had been discovered to the dey by the same means he had heard of the expedition. This intelligence was, on the following night, greatly confirmed by the Prometheus, which I had despatched to Algiers some time before, to endeavour to get away the consul. Captain Dashwood had with difficulty succeeded in bringing away, disguised in

midshipman's uniform, his wife and daughter, leaving a boat to bring off their infant child, coming down in a basket with the surgeon, who thought he had composed it, but it unhappily cried in the gate-way; and in consequence, the surgeon, three midshipmen, in all eighteen persons, were seized and confined as slaves in the usual dungeons. The child was sent off next morning by the dey, and as a solitary instance of his humanity, it ought to be recorded by me.

"Captain Dashwood further confirmed, that about forty thousand men had been brought down from the interior, and all the Janizaries called in from distant garrisons; and that they were indefatigably employed in their batteries, gun-boats, &c. and every where strengthening the sea-defences.

"The dey informed Captain Dashwood, he knew perfectly well the armament was destined for Algiers, and asked him if it was true: he replied, if he had such information, he knew as much as he did, and probably from the same source —the public prints.

"The ships were all in port, and between forty and fifty gun and mortar-boats ready, with several more in forward repair. The dey had closely confined the consul, and refused either to give him up, or promise his personal safety; nor would he hear a word respecting the officers and men seized in the boats of the Prometheus.

"From the continuance of adverse winds and calms, the land to the westward of Algiers was not made before the 26th; and the next morning at daybreak the fleet was advanced in sight of the city, though not so near as I had intended. As the ships were becalmed, I embraced this opportunity of despatching a boat, under cover of the Severn, with a flag of truce, and the demands I had to make, in the name of his Royal Highness the Prince Regent, on the Dey of Algiers (of which the accompanying are copies), directing the officer to wait two or three hours for the dey's answer; at which time, if no reply was sent, he was to return to the flag-ship. He was met near the mole by the captain of the port, who, on being told the answer was expected in one hour, replied, that it was impossible. The officer then said, he would wait two or three hours: he then observed, two hours was quite sufficient.

"The fleet, at this time, by the springing up of the sea breeze, had reached the bay, and were preparing the boats and flotilla for service, until near two o'clock, when, observing my officer was returning with the signal flying, that no answer had been received, after a delay of upwards of three hours, I instantly made the signal to know if the ships were all ready; which being answered in the affirmative, the Queen Charlotte bore up, followed by the fleet, for their appointed stations: the flag, leading in the prescribed order, was anchored in the entrance of the mole, at about fifty yards distance. At this moment not a gun had been fired, and I began to suspect a full compliance with the terms which had been so many hours in their hands: at this period of profound silence, a shot

was fired at us from the mole, and two at the ships to the northward then following; this was promptly returned by the Queen Charlotte, which was then lashing to the main-mast of a brig, fast to the shore in the mouth of the mole, and which we had steered for, as the guide to our position.

"Thus commenced a fire as animated and well supported as, I believe, was ever witnessed, from a quarter before three until nine, without intermission, and which did not cease altogether until half-past eleven.

"The ships immediately following me, were admirably and coolly taking their stations, with a precision even beyond my most sanguine hope; and never did the British flag receive, on any occasion, more zealous and honourable support. To look further on the line than immediately round me was perfectly impossible, but so well grounded was my confidence in the gallant officers I had the honour to command, that my mind was left perfectly free to attend to other objects, and I knew them in their stations, only by the destructive effect of their fire upon the walls and batteries to which they were opposed.

"I had about this time the satisfaction of seeing Vice-Admiral van Capellen's flag in the station I had assigned to him, and soon after, at intervals, the remainder of his frigates, keeping up a well supported fire on the flanking batteries he had offered to cover us from, as it had not been in my power, for want of room, to bring him in front of the mole.

"About sunset, I received a message from Rear-Admiral Milne, conveying to me the severe loss the Impregnable was sustaining, having then 150 killed and wounded; and requesting I would, if possible, send him a frigate to divert some of the fire he was under.

"The Glasgow, near me, immediately weighed, but the wind had been driven away by the cannonade, and she was obliged to anchor again, having obtained rather a better position than before.

"I had at this time sent orders to the explosion-vessel, under the charge of Lieutenant Fleming and Mr. Parker, by Captain Reade of the engineers, to bring her into the mole; but the rear-admiral having thought she would do him essential service if exploded under the battery in his front, I sent orders to this vessel to that effect, which were executed. I desired also the rear-admiral might be informed, that many of the ships being now in flames, and certain of the destruction of the whole, I considered I had executed the most important part of my instructions, and should make every preparation for withdrawing the ships, and desired he would do so as soon as possible with his division.

"There were awful moments during the conflict, which I cannot now attempt to describe, occasioned by firing the ships so near us; and I had long resisted the eager entreaties of several around me, to make the attempt upon the outer frigate, distant about one hundred yards, which at length I gave into, and Major Gossett, by my side, who had been eager to land his corps of miners, pressed

me most anxiously for permission to accompany Lieutenant Richards in this ship's barge. The frigate was instantly boarded, and in ten minutes in a perfect blaze. A gallant young midshipman, in rocket-boat No. 8. although forbidden, was led by his ardent spirit, to follow in support of the barge, in which he was desperately wounded, his brother officer killed, and nine of his crew. The barge, by rowing more rapidly, had suffered less, and lost but two.

" The enemy's batteries around my division were about ten o'clock silenced, and in a state of perfect ruin and dilapidation, and the fire of the ships was reserved as much as possible, to save powder, and reply to a few guns now and then bearing upon us; although a fort on the upper angle of the city, on which our guns could not be brought to bear, continued to annoy the ships by shot and shells during the whole time.

" Providence at this interval gave to my anxious wishes the usual land wind, common in this bay, and my expectations were completed. We were all hands employed warping and towing off, and by the help of the light air, the whole were under sail, and came to anchor, out of reach of shells, about two in the morning, after twelve hours incessant labour.

" The flotilla of mortar, gun, and rocket-boats, under the direction of their respective artillery-officers, shared, to the full extent of their power, in the honours of this day, and performed good service; it was by their fire all the ships in the port (with the exception of the outer frigate) were in flames, which extended rapidly over the whole arsenal, store-houses, and gun-boats, exhibiting a spectacle of awful grandeur and interest, no pen can describe.

" The sloops of war which had been appropriated to aid and assist the ships of the line, and prepare for their retreat, performed not only that duty well, but embraced every opportunity of firing through the intervals, and were constantly in motion.

" The shells from the bombs were admirably well thrown by the royal marine artillery; and although thrown directly across and over us, not an accident, that I know of, occurred to any ship.

" The whole was conducted in perfect silence, and such a thing as a cheer I never heard in any part of the line; and that the guns were well worked and directed, will be seen for many years to come, and remembered by these barbarians for ever.

" The conducting of this ship to her station by the masters of the fleet and ship, excited the praise of all. The former has been my companion in arms for more than twenty years.

" Having thus detailed, although but imperfectly, the progress of this short service, I venture to hope, that the humble and devoted services of myself, and the officers and men of every description I have the honour to command, will be received by his Royal Highness the Prince Regent with his accustomed grace,

The approbation of our services by our Sovereign, and the good opinion of our country, will, I venture to affirm, be received by us all with the highest satisfaction. If I attempted to name to their lordships the numerous officers who, in such a conflict, have been at different periods more conspicuoas than their companions, I should do injustice to many; and I trust there is no officer in the fleet I have the honour to command, who will doubt the grateful feelings I shall ever cherish for their unbounded and unlimited support. Not an officer or man confined his exertions within the precise limits of their own duty; all were eager to attempt services, which I found more difficult to restrain than excite; and no where was this feeling more conspicuous than in my own captain, and those officers immediately about my person. My gratitude and thanks are due to all under my command, as well as to Vice-Admiral Capellen, and the officers of the squadron of his Majesty the King of the Netherlands; and I trust they will believe, that the recollection of their services will never cease but with my life. In no instance have I ever seen more energy and zeal; from the youngest midshipman to the highest rank, all seemed animated by one soul, and of which I shall with delight bear testimony to their lordships, whenever that testimony can be useful.

"I have confided this despatch to Rear-Admiral Milne, my second in command, from whom I have received, during the whole service intrusted to me, the most cordial and honourable support. He is perfectly informed of every transaction of the fleet, from the earliest period of my command, and is fully competent to give their lordships satisfaction on any points which I may have overlooked, or have not time to state. I trust I have obtained from him his esteem and regard, and I regret I had not sooner been known to him.

"The necessary papers, together with the defects of the ships, and the return of killed and wounded, accompany this despatch; and I am happy to say Captain Ekins and Coode are doing well, as also the whole of the wounded. By accounts from the shore, I understand, the enemy's loss in killed and wounded is between 6 and 7000 men."

A General Abstract *of the* killed *and* wounded *in the Squadron under Admiral Lord* Exmouth's *Command, in the Attack of Algiers, Aug.* 27.

Queen Charlotte, Admiral Lord Exmouth, G. C. B. Captain J. Brisbane, C. B. —7 Seamen and 1 marine, killed. Frederic J. Johnston, lieutenant (dangerously); George M. King and J. S. Jago, lieutenants (slightly); Mr. Josh. Grimes, secretary to the commander in chief (slightly); Mr. Maxwell, boatswain (slightly); Messrs. George Markham, Henry Cambell, and Edward Hibbert, midshipmen (severely); Messrs. Edward Stanley and R. H. Baker, midshipmen (slightly); Mr. Samuel Colston, secretary's clerk (slightly); Captain F. Burton, royal marine artillery (severely); Lieutenant P. Robertson, royal marines (slightly).—

Total, 14 officers, 82 seamen, 24 marines, 2 marine artillery, 5 sappers and miners, and 4 boys, wounded.

Impregnable, Rear-Admiral Milne, Captain E. Brace, C.B.—Mr. John Hawkins, midshipman; 37 seamen, 10 marines, and 2 boys, killed: Mr. G. N. Wesley, mate (contusion); Mr. Henry Quinn (contusion); 111 seamen, 21 marines, 9 sappers and miners, and 17 boys, wounded.

Superb, Charles Ekins.—Mr. Thomas Howard, mate; Mr. Robert C. Bowen, midshipman; 3 seamen, 2 marines, and 1 rocket-troop, killed: Charles Ekins, Esq. captain (slightly); Philip T. Home, first lieutenant (severely); J. M'Dougall, lieutenant (slightly); George W. Gunning, acting-lieutenant (severely); Mr. William Sweeting, midshipman (severely); Mr. John H. Wolsely, midshipman (slightly).—Total, 6 officers, 62 seamen, 14 marines, and 2 marine artillery, wounded.

Minden, William Paterson.—5 Seamen and 2 marines killed: Mr. Charles C. Dent, mate (slightly); Mr. Charles G. Grub, midshipman (slightly); 26 seamen, and 9 marines, wounded.

Albion, John Coode.—Mr. Mends, assistant surveyor; Mr. Jardine, midshipman; and 1 seaman, killed: John Coode, Esq. captain (severely); Mr. Harvey, midshipman (severely); 10 seamen, and 3 marines, wounded.

Leander, E. Chetham, C.B.—Captain Wilson, royal marines; Lieutenant Baxter, royal marines; Messrs. Lowdon, Calthorp, and Henwell, midshipmen; 11 seamen, and 1 marine, killed: H. Walker and J. S. Dixon, lieutenants (slightly); Messrs. Ashington, Cole, Mayne, and Sturt, midshipmen (severely); Mr. Pickett, clerk (slightly); Mr. Dixon, midshipman (slightly); 69 seamen, 25 marines, 4 boys, and 12 supernumeraries, wounded.

Severn, Hon. T. W. Aylmer.—2 Seamen and 1 marine killed: Mr. J. Forster, midshipman (arm amputated); Mr. Charles Caley, midshipman (contused foot); Mr. William Ferror, midshipman (wounded hand and contusion): Mr. D. Beattie, midshipman (contusion); Mr. W. A. Catler, midshipman (wounded knee).—Total, 5 officers, 25 seamen, 3 marines, and 1 boy, wounded.

Glasgow, Hon. A. Maitland.—9 Seamen and 1 marine killed: P. Gilbert, lieutenant (contusion of chest); Mr. Robert Fulton, master (contusion of face and knee); A. Stephens, lieutenant royal marines (contusion of leg); Messrs. Duffill, Harvey, and Baird, midshipmen (severely); Mr. Heathcote, midshipman (contusion of left foot); Mr. Keay, midshipman (severely).—Total, 8 officers, 25 seamen, 3 marines, and 1 boy, wounded.

Granicus, W. F. Wise.—William M. Morgan and William Renfrey, lieutenants royal marines; Mr. Robert Pratt, midshipman, 9 seamen, 1 marine, 1 marine artillery, and 2 boys, killed: H. A. Perkins, lieutenant (slightly); Mr. L. Mitchell, midshipman (severely); Mr. L. T. Jones, midshipman (slightly); Mr. G.

R. Glennie, midshipman (dangerously); Mr. Dacres F. Wise (slightly).—Total, 5 officers, 31 seamen, 3 marines, 2 rocket-troop, and 1 boy, wounded.

Hebrus, E. Palmer, C. B.—Mr. G. H. A. Pococke, midshipman, and 3 seamen, killed: Mr. A. S. Symes, midshipman (lower jaw); 10 seamen, 1 marine, 2 rocket-troop, and 1 boy, wounded.

Heron, George Bentham.—None killed or wounded.

Mutine, James Mould.—None killed or wounded.

Prometheus, W. B. Dashwood.—None killed or wounded.

Cordelia, W. Sargent.—None killed or wounded.

Britomart, R. Riddell.—None killed or wounded.

Belzebub, William Kempthorne.—None killed or wounded.

Infernal, Hon. G. J. Perceval.—G. J. P. Bissett, lieutenant royal marine artillery, and 1 seaman, killed: J. Foreman, lieutenant (slightly); Mr. G. Valentine, boatswain (slightly); Mr. Morgan Hopkins, clerk (severely); Mr. James Barber, midshipman (severely); Messrs. James M. Cross and J. H. Andrews, midshipmen (slightly).—Total, 6 officers, 8 seamen, 1 marine artillery, and 2 boys, wounded.

Hecla, W. Popham.—None killed or wounded.

Fury, C. R. Moorsom.—None killed or wounded.

Total, 15 officers, 88 seamen, 19 marines, 1 marine artillery, 1 rocket-troop, and 4 boys, killed; 59 officers, 459 seamen, 106 marines, 5 marine artillery, 14 sappers and miners, 4 rocket-troop, 31 boys, and 12 supernumeraries, wounded.

Total killed and wounded, 128 killed and 690 wounded.

Dutch Squadron.

Melampus, Vice-Admiral Baron van Capellen, Captain de Mair.—3 Killed and 15 wounded.

Frederica, Captain Vander Straten.—5 Wounded.

Dageraad, Captain Polders.—4 Wounded.

Diana, Captain Ziervogel.—6 Killed and 22 wounded.

Amstee, Captain Vander Hart.—4 Killed and 6 wounded.

Eendracht, Captain Wardenburgh.—None killed or wounded.

Total, 13 killed and 52 wounded.—Grand total, 883.

Flotilla, consisting of 5 gun-boats, 10 mortar-boats, launches, 8 rocket-boats, flats, 32 gun-boats, barges, and yawls.—Total, 55.

The whole commanded by Captain F. T. Mitchell, assisted by Lieutenant John Davies of the Queen Charlotte, and Lieutenant Thomas Revans, flag-lieutenant to Rear-Admiral Milne.

Memorandum *of the Destruction in the Mole of Algiers, in the Attack of the 27th August*, 1816.

Four large frigates of 44 guns; five large corvettes, from 24 to 30 guns; all the gun and mortar-boats, except seven—30 destroyed; several merchant-brigs

and schooners; a great number of small vessels of various descriptions; all the pontoons, lighters, &c.; store-houses and arsenal, with all the timber and various marine articles, destroyed in part; a great many gun-carriages, mortar-beds, casks, and ships' stores of all descriptions.

SIR, *H. M. S.* QUEEN CHARLOTTE, *Algiers Bay, Aug.* 28.

For your atrocities at Bona on defenceless Christians, and your unbecoming disregard to the demands I made yesterday in the name of the Prince Regent of England, the fleet under my orders has given you a signal chastisement, by the total destruction of your navy, store-houses, and arsenal, with half your batteries.

As England does not war for the destruction of cities, I am unwilling to visit your personal cruelties upon the inoffensive inhabitants of the country; and I therefore offer you the same terms of peace which I conveyed to you yesterday in my sovereign's name. Without the acceptance of these terms, you can have no peace with England.

If you receive this offer as you ought, you will fire three guns; and I shall consider your not making this signal as a refusal, and shall renew my operations at my own convenience.

I offer you the above terms, provided neither the British consul, nor the officers and men so wickedly seized by you from the boats of a British ship of war, have met with any cruel treatment, or any of the Christian slaves in your power; and I repeat my demand, that the consul, and officers and men, may be sent off to me, conformably to ancient treaties. I have, &c.

To his Highness the Dey of ALGIERS. (Signed,) EXMOUTH.

QUEEN CHARLOTTE, *Algiers Bay, Aug.* 30.

GENERAL MEMORANDUM.

The commander in chief is happy to inform the fleet of the final termination of their strenuous exertions, by the signature of peace, confirmed under a salute of twenty-one guns, on the following conditions, dictated by his Royal Highness the Prince Regent of England:

1. The abolition, for ever, of Christian slavery.

2. The delivery, to my flag, of all slaves in the dominions of the dey, to whatever nation they may belong, at noon to-morrow.

3. To deliver also, to my flag, all money received by him for the redemption of slaves since the commencement of this year, at noon also to-morrow.

4. Reparation has been made to the British consul for all losses he may have sustained in consequence of his confinement.

5. The dey has made a public apology, in presence of his ministers and offi-

cers, and begged pardon of the consul, in terms dictated by the captain of the Queen Charlotte.

The commander in chief takes this opportunity of again returning his public thanks to the admirals, captains, officers, seamen, marines, royal marine artillery, royal sappers and miners, and the royal rocket corps, for the noble support he has received from them throughout the whole of this arduous service; and he is pleased to direct, that on Sunday next a public thanksgiving be offered up to Almighty God for the signal interposition of his Divine Providence during the conflict which took place on the 27th, between his Majesty's fleet and the ferocious enemies of mankind.

It is requested that this memorandum may be read to the ships' companies.

To the Admirals, Captains, &c.

An ACCOUNT *of* MONIES *received from his Majesty's Exchequer for the use of the Navy, between Jan. 5, 1816, and Jan. 5, 1817.*

	£.	s.	d.
Wages for officers and men	1,594,500	0	0
Half-pay to officers and bounty to chaplains	861,500	0	0
Wages for dock and rope-yards	989,000	0	0
GENERAL SERVICES.			
Bills of exchange, imprests, salaries, pensions, marines, &c.	950,000	0	0
Building of ships, purchase of stores, repairing ships, purchase of ships taken from the enemy, &c.	2,300,647	4	10
VICTUALLING.			
Provisions and all sorts of victualling stores	750,985	8	7
Widows' pensions	12,575	12	9½
Bills of exchange and imprests	268,500	0	0
Necessary money, extra ditto, and contingencies	96,000	0	0
TRANSPORTS.			
Freight of transports, maintenance of prisoners of war, sick and wounded seamen, &c.	1,553,617	0	9
Bills of exchange, &c.	139,000	0	0
	9,516,325	6	11½

PROMOTIONS *for* 1816.

To be Captains.

D. Ross	9 Feb.	R. H. Rogers	2 Sept.	A. Fanshawe	17 Oct.
H. Meynall	10 Apr.	G. Bentham	16 Sept.	J. B. H Curran	15 Nov.
A. P. Hemilton	31 May	J. Mould	ditto	J. A. Murray	ditto
D. Lawrence	2 Sept.	W. Kempthorne	ditto	W. Hill	18 Dec.

To be Commanders.

C. Rich	27 Jan.	P. T. Horn	16 Sept.	R. Hay	16 Sept.
A. Vincent	6 Feb.	J. B. Howell	ditto	J. Symons (*b*)	17 Sept.
W. Woodley	11 Mar.	T. Revans	ditto	R. Fleming	ditto
D. Buchan	18 Apr.	T. Sanders	ditto	J. Davis (*b*)	8 Oct.
W. Keates	17 Apr.	F. T. Mitchell	ditto	P. Le Vesconte	7 Nov.
J. S. Parr	29 Apr.	J. Parson	ditto	R. W. Parsons	ditto
Hon. G. R. W. Trefusis	2 May	J. Davis	ditto	J. Paynter	ditto
J. Jones	18 May	P. Richards	ditto	L. Campbell	15 Nov.
W. Roberts (*a*)	5 Aug.	G. M'Pherson	ditto	P. H. Bridges	ditto
S. Burgess	16 Sept.	E. H. Delafosse	ditto	R. Bluet	6 Dec.
		J. Babington	ditto	J. Robertson (*a*)	9 Dec.

To be Lieutenants.

T. S. Hall	1 Jan.	J. S. Jago	5 Sept.	J. Whitefield	16 Sept.
J. Gosnold	4 Jan.	G. W. Cumming	ditto	E. Aitcheson	ditto
G. Woodward	24 Jan.	Hon W. Waldegrave	ditto	J. Crutchley	ditto
S. Drewry	ditto	T. Fraser	ditto	E. Morres	ditto
A. D. Baldrey	8 Feb.	W. Baird	ditto	J. Everard	ditto
H. Roche	21 Feb.	J. H. Wolseley	ditto	G. N. Wesley	ditto
W. A. Archbald	11 Mar.	R. S. Triscott	ditto	W. B. Stocker	ditto
J. B. P. Caichester	ditto	A Maclean	ditto	A. Sainthill	ditto
G. Garvey	19 Mar.	C. S. Cochrane	ditto	W. Ratcliffe	ditto
G. E. Cocksedge	22 Mar.	J. J. Onslow	ditto	W. G. H. Whish	ditto
H. Heyman	29 Apr.	H. W. Tomkins	ditto	J. Holberton	ditto
J. Anderson (*d*)	1 May	W. Sweeting	16 Sept.	T. Strange (*b*)	ditto
R. Weatherley	2 May	G. Hales	ditto	J. Creagh	ditto
W. Congdon	6 May	C. Ware	ditto	R. Gordon	ditto
D. M'Donald	8 May	J. Strong	ditto	E. Hibbert	ditto
D. Mackellar	10 May	C. March	ditto	C. Parker (*b*)	17 Sept.
J. P. Forster	18 May	W. Cole	ditto	H. M'Clintock	4 Oct.
A. Hutchinson	7 June	E. Hillman	ditto	G. G. Stewart	15 Oct.
J. W. Fraser	13 June	J. Barber	ditto	C. W. Ross	ditto
J. Savage	2 July	J. Healy (*b*)	ditto	G. Thomas (*c*)	ditto
T. D. Calderwood	20 July	D. B. Innes	ditto	R. Hagan	25 Oct.
P. Petrie	30 July	G. W. Pew	ditto	T. Seymour	14 Nov.
J. Thorne	5 Aug.	F. Barrs	ditto	H. Leworthy	ditto
D. Gilchrist	8 Aug.	A. S. Symes	ditto	D. Moodie	9 Dec.
A. Grant	18 Aug.	E. Hawes	ditto	J. Foster	ditto
H. Davis (*d*)	21 Aug.	S. T. Ogilvie	ditto	C. Morton	10 Dec.
R. Fowke	5 Sept.				

Junior Lieuts. F. Marshall and J. F. Warren.

APPENDIX.

ON the 7th of December, 1809, as Captain Anderson was cruising in the Rinaldo of 10 guns, off Dover, after dark, he discovered two lugger privateers, standing towards the English coast, to the westward or windward of him, to which he immediately gave chase, to get between them and the French coast. As soon as the privateers saw the Rinaldo without them, they endeavoured to pass her and escape. For this purpose, when near the ridge, the largest, after sustaining a running fight for some time, attempted to cross the Rinaldo's bows, but was prevented by Captain Anderson ordering the helm to be put to port, which ran the Rinaldo's jib-boom between the privateer's jib-stay and fore-mast, when she swung along side; and the Frenchmen, being all upon deck, attempted to board, but were repulsed by the Rinaldo's crew, who, in their turn, boarded from the fore-chains, in the most gallant style, led by Lieutenant Edward Palmer, and soon cleared the enemy's decks, when they called for quarter. She proved to be Le Maraudeur of 14 guns (pierced for 18); an uncommon fine lugger of the largest class, a prime sailer, with a complement of 85 men, belonging to Boulogne, and only thirteen days off the stocks. Her captain and four men were wounded, two of the latter very severely, in the attempt to board the Rinaldo, which had on board at the time only 65 men and boys, and those of a very inferior description; so much so, that the second captain of the privateer, who was a member of the Legion of Honour, observed to Captain Anderson next morning, on seeing his brig's company, "Capitaine, your crew are only boys; if I had known they were so bad, *I* would have taken *you*." Captain Anderson replied, "Never mind, monsieur; I am quite as well satisfied as it is. You may know from this, that *English boys* are superior to *French men*." The Frenchman shrugged up his shoulders, saying, "Eh bien, capitaine, c'est la fortune de guerre."

The other smaller lugger took the opportunity afforded her of escaping into Calais, whilst the Rinaldo was engaged with the Maraudeur, and exchanging prisoners, without offering the least assistance to her consort.

Copy of a Letter from Lieutenant-General MAITLAND *to the Earl of* LIVERPOOL, *dated Messina, Nov.* 10, 1811.

"MY LORD,——On the 26th of October, I received information from Captain Duncan of his Majesty's ship Impericuse, that a small convoy of the enemy had taken refuge at Palinuro, which was protected by some works, and a body of troops posted upon a commanding ground. Captain Duncan requested a de-

tachment of his Majesty's troops, to co-operate with his Majesty's ships Imperieuse and Thames, to take or destroy this convoy, which consisted of nine gun-boats, and twenty vessels laden with naval stores for the enemy's ships of war at Naples.

" A detachment of the 62d regiment was therefore embarked on board the Imperieuse and Thames, consisting of 250 men, under the command of Major Darley; and I have the satisfaction of reporting to your lordship, that this little expedition has had complete success.

" Major Darley states, that the able manner in which Captain Duncan, in the Imperieuse, engaged the enemy's battery and gun-boats (which he silenced), was the prelude to their success, and reflects the highest credit upon that officer; that Captain Napier, of the Thames, landed with the troops and marines, and most gallantly set an example to them all, and contributed greatly to the fortunate issue of the attack."

Copy of a Letter from Captain the Hon. H. DUNCAN *to Sir* R. LAURIE, *dated H. M. S. Imperieuse, off Naples, Aug.* 18, 1812.

" SIR,——Inclosed is a report of the enemy's force at Naples; and I beg to inform you, when reconnoitring yesterday with this ship and the Cephalus brig, a squadron, consisting of a 74, having a commodore's broad pendant, a frigate, a corvette, thirteen large cutters, rigged gun-boats, and nine smaller ones, got under weigh, apparently with an intention of attacking us, as they stood out of shot of their batteries: we allowed them to approach nearly within reach of us, when the frigate and gun-boats, which formed the lee division, shewing an inclination to annoy us with long shot, I ordered the brig to wear and meet them; which Captain Flin did in a very handsome style, under a heavy fire, and actually obliged the whole to tack from him. The line-of-battle ship was at this time on our weather quarter, and had it fully in her power to run down and close us, but she seemed not to wish to come further from her own shore; and on our making all sail towards her, she took in hers, and contented herself with firing at long range. It was now sunset, and every likelihood of a calm; we therefore gave the headmost vessels a well-directed broadside, and stood off. The enemy hauled close under the land, except the gun-boats, which, trusting to their oars, followed us a short time, keeping up a distant fire; and this morning at daylight we observed, that the whole squadron had returned to their anchorage.

" This little affair took place before thousands of spectators, and, I trust, will not leave them much to boast of the improvement of their Neapolitan navy.

" The enthusiastic zeal of the crews of his Majesty's ships exceeded any thing I ever witnessed, which makes me doubly regret, that the very superior numbers and the situation of the enemy could not allow of my giving full scope to their valour."

Copy of Captain BRISBANE'S *Letter to Vice-Admiral Sir* EDWARD PELLEW, *dated H. M. S. Pembroke, at anchor off Port Maurigio, April* 12, 1814.

" SIR,——I beg leave to acquaint you, that being yesterday off Cape Delle Melle, with his Majesty's frigates L'Aigle and Alcmene, which you did me the honour to put under my command, an enemy's convoy of twenty sail was discovered at ten a. m. coming along shore from the westward. On seeing us in chase, the greater part of them ran ashore under the guns of this place, before the squadron could close. Conceiving them to be conveying supplies to Genoa, which, in the present circumstances, it was of importance to prevent, I determined instantly to attack them. Accordingly the squadron, led by the Alcmene (which happened to be the headmost ship), in a gallant and judicious manner advanced in close order, and passing close along the line of the enemy's batteries, anchored at the distance of musket-shot from the town, which it was my wish to spare, unless compelled to fire on it. As soon as our position was taken, the boats were despatched, to endeavour to get the vessels off from the beach; but they had scarcely pulled up to them, before they were assailed with so heavy a fire of musketry from behind the houses, &c. that it was necessary to withdraw them. The ships now opened their fire on the town; but still unwilling to destroy it, I sent a flag of truce to demand the vessels. Not receiving a satisfactory answer, and determined not to lose time, our fire was renewed, and continued for an hour, when the French flag was lowered, and a white flag hung out. In the mean time, almost all the vessels had been stripped and scuttled; but by great exertions during last night and to-day, four vessels have been got off, and the greater part of the cargoes of fifteen others, which have been destroyed: one of these was an armed vessel, carrying four long guns, with small arms, and a quantity of ammunition. I feel great pleasure in declaring how much I am indebted to Sir John Louis and Captain Coghlan, for the manner in which they placed their ships, and for the precision of their fire; but their characters are so well known to you, as well as the high state of discipline of their ships, that any encomium from me is unnecessary. To the general good conduct of the officers, seamen, and marines of this ship, and more particularly to the unremitting exertions of my senior lieutenant, Mr. Samuel Wriford, and to the skill and judgment of Mr. Nicholas Tinmouth, master, who placed the Pembroke against the town in little more water than she drew, I must bear the strongest testimony. Our loss has been two killed and four wounded: amongst the former, I have to lament a most promising young man, Mr. Harry Nicholas, of this ship."

ERRATA.

Vol. III. p. 111, the ninth line, for "by a *few* broadsides," read "the first two." Eleventh line, for "stern *post*," read "stern *port*." Twenty-first line, the passage beginning "The Rinaldo *was* exposed," &c. should be, "The Rinaldo (exposed to the fire of the three praams in the weather line, and of the bomb-vessel, the shells from which were falling about her and the Redpole,) succeeded," &c.

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